





## INTIMATIONS

**A. S. WATSON & CO., LTD.,**  
ESTABLISHED 72 YEARS.

HIGH-CLASS  
CONFECTIONERY

SELECTIONS OF THE PUREST AND  
FINEST QUALITY, IMPORTED  
FROM THE LEADING LONDON,  
NEW YORK AND PARISIAN  
HOUSES.

## CADBURY'S CHOCOLATES

In fancy boxes, in great variety.  
Bournville Nut Chocolate.

## FULLER'S CONFECTIONERY

Assorted Chocolates, Marzipan  
Chocolates, Chocolate Caramels,  
Creme de Menthe  
Delight, Caramel Mou à la  
Creme, Almond Taffy, Pepper-  
mint, etc., etc.

## KOHLE'S CHOCOLATES

in great variety.

## JACQUIN'S NOUGAT FIN.

## CALEY'S CRACKERS

of the Finest Quality in great  
variety.

**A. S. WATSON & CO.,  
LIMITED,**  
ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the  
news column should be addressed to THE  
EDITOR.

Correspondents must forward their  
names and addresses with communications  
addressed to the Editor, not for  
publication but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.

No anonymously signed communica-  
tions that have already appeared in  
other papers will be inserted.

Orders for extra copies of THE PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Cable: A.B.C. 5th Ed. Lieber.  
P.O. Box, 54. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 4th, 1913.

THE very surprising statement has been  
published in the *Peking Daily News* that  
"the representatives of the Quintuple Group,  
after thoroughly examining the Budget, are  
of opinion that the new loan should  
amount to £40,000,000." Probably this  
means that they calculate this amount  
to be absolutely necessary for the purposes  
of the administrative reforms which  
the Government desires to inaugurate,  
and, further, that there are resources  
affording adequate security for a loan of  
this amount. We describe the statement  
as surprising because it was less than a  
month ago that the PRIME MINISTER in a  
detailed review of the financial position of  
the country represented China to be in a  
very sorry plight indeed. The national  
revenue for the first half of the present  
year, he said, was barely sufficient to cover  
the service of the foreign debt, and left  
nothing for administrative and military  
needs. Moreover, the Provinces had prac-  
tically ceased to remit any money to Peking  
since the abolition of the monarchy; instead  
of receiving money from the Provinces the  
Central Government has had to pay on their  
account during the past two years no less  
than seventy-seven millions of dollars.  
To meet payments due on foreign loans and  
indemnities, and, in addition, it has repaid  
Provincial loans amounting to thirteen  
millions, and has granted subsidies to  
various Provinces totalling fourteen

millions. Where all this money was  
obtained the Minister did not explain, but  
if it did not come out of the ordinary  
revenue of the Government, it must have  
been met out of the Quintuple loan. The  
national budget in the last year of the  
monarchy showed a revenue of Taels  
270,000,000 and an expenditure of Taels  
320,000,000. Owing to the political chaos  
prevailing, Mr. Hsiao explains in his  
statement that no proper budget could be  
compiled for the first half of the present  
year, but since conditions became more  
settled a draft budget for the second fiscal  
year had been compiled, and this showed  
an expenditure of \$446,350,000, while  
the revenue was estimated at \$300,000,000.  
Expenditure is to be balanced by a domestic  
6 per cent. loan for \$280,000,000 and by  
new taxes. But Mr. Hsiao says it is  
impossible to secure three hundred millions  
from the provinces. Nevertheless, somehow  
or other the Government is meeting this  
expenditure of \$440,000,000, nearly half  
being due on foreign loans, much of it being  
money in arrears. The PRIME MINISTER  
estimates the revenue which the Central Government  
should rely on receiving from the Provinces  
at \$317,000,000, and he lays down the  
law that "the officials in charge  
of the collection of taxes must be  
made to account for every cent that  
passes through their hands"—an indirect  
admission that this has been by no means  
the case down to the present time. So far  
then as the main features of the budget are  
presented in the statement drawn up by the  
PRIME MINISTER a few weeks ago for  
submission to Parliament, it is not of such  
a character as to cause the Quintuple Group  
to suggest an increase in the amount of the  
proposed new loan. But new taxation is  
contemplated by the Government. Mr.  
Hsiao points out that while the people of  
Japan are taxed to the extent of 12 yen per  
head of the population, in China at the  
present time the burden does not amount  
to one dollar per head. Among the new  
taxes contemplated besides the stamp tax, is  
an income tax, a tax on railways, tramways  
and shipping companies, a tax on bank notes,  
and a light fee for the registration of  
marriages. Several of the existing sources  
of revenue, like the land and salt taxes,  
are considered capable of yielding much  
larger sums than they do at present,  
either by increased levies or more  
effective control of the collection. If  
there is any truth whatever in the report  
printed in the *Peking newspaper*, which is  
regarded as the appanage of the Chinese  
Foreign Office, the bankers must be basing  
their calculations more upon the feasibility  
of plans for increasing the revenue from  
taxation than upon the position at the  
present time as it is set forth in the Budget  
statement.

Lieut. Col. St. John's leave has been  
extended to December 22nd.

Mrs. F. B. L. Bowley and son sailed  
in the *Mishima Maru* for London yester-  
day.

The Sikh Temple has lost a valuable  
carpet, which was stolen a day or two  
ago by a person at present unknown.

The master of a licensed fishing junk  
has reported that on the 2nd inst., at  
about 5 p.m., he left Hongkong in his  
junk, having on board a crew of three.  
In the *Capsimun Pass* he was run down  
and disabled by an unknown steamer,  
which failed to render any assistance,  
and kept on its course. After about  
three-quarters of an hour the steam  
launch *Shing Tai* came alongside, picked  
off the crew and conveyed them to safety,  
the junk being left waterlogged.

A Filipino is to be appointed assistant  
to Dr. Heiser, the Director of Public  
Health in the Philippines. It is under-  
stood that the appointment will go to Dr.  
Salvador Vivencio del Rosario, a well-  
known Filipino doctor educated in  
Madrid, who has been connected with the  
Bureau of Health for several years and  
is considered by Dr. Heiser as one of the  
best fitted to assist in the administration  
of the affairs of the bureau on account  
of the long training he has had in the  
work.

## THE P. &amp; O. MAIL STEAMERS.

## ACCELERATED HOMEWARD SERVICE.

The Hon. Mr. Hewett, Superintendent  
of the P. & O. Co., informs us that he has  
received telegraphic advice from the  
managing directors in London that  
during the Homeward passage season  
the mail steamers will arrive at Mar-  
seilles on Friday about noon, which will  
enable passengers proceeding overland by  
the special train from Marseilles to  
arrive in London on Saturday afternoon,  
instead of Sunday afternoon as hitherto.  
Passengers proceeding round to England  
by sea will arrive at Plymouth on the  
following Thursday and London on  
Friday.

## TELEGRAMS. TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## STRAITS SETTLEMENT DINNER.

LONDON, December 3rd.

The Straits Settlement dinner was the  
most successful which has ever been held.  
Col. Sir H. E. McCallum, late Governor  
of Ceylon, was chairman, and those also  
present included Sir J. L. M. Incheape,  
Admiral Fawkes, Sir John Anderson, Sir  
J. Bromhead Mathews, and other gentle-  
men prominently interested in the Straits  
Settlements. The Chairman paid a  
tribute to the extraordinary progress of  
the Colony and the Peninsula. He  
especially commented upon the patriotism  
of the Malay States in offering the warship  
*Malaya* to the Empire. He declared that  
the rubber planters required every help  
possible from the Government.

## THE HOME RULE CONTROVERSY.

LORD CHANCELLOR'S APPEAL TO THE  
OPPOSITION.

LONDON, December 3rd.

Lord Haldane, speaking at Birm-  
ingham, denied that Mr. Asquith's tone had  
hardened on the subject of Home Rule.  
The Premier was still ready to discuss  
amendments to the Bill. Lord Haldane  
appealed to the Opposition leaders to co-  
operate for a settlement, but not to enter  
into negotiations with their minds made  
up not to make any concessions.

REORGANISATION OF TURKISH  
NAVAL DOCKYARDS.

TO BE UNDERTAKEN BY BRITISH FIRMS.

CONSTANTINOPLE, December 3rd.

A contract has been signed with the  
Armstrong and Vickers group for the  
reorganisation of the Turkish naval dock-  
yards, including the construction of a  
naval base and a floating dock at the  
Gulf of Ishmid, which will mark a new  
era in Turkish naval development. It is  
stipulated that Turkish labour will be  
employed as far as possible, and that no  
foreigners except Britishers may be  
engaged.

AEROPLANE FATALITY IN  
ENGLAND.

LONDON, December 3rd.

Captain Lushington, Commander of  
the Naval Wing, was killed in a biplane  
accident near Eastchurch. Captain  
Fawcett was piloting the aeroplane, and  
was slightly injured.

Mr. Winston Churchill had several  
flights with Capt. Lushington on Satur-  
day, the First Lord himself piloting the  
machine in one flight.

THE INDIAN QUESTION IN  
CANADA.AN EMBARRASSING POSITION IN BRITISH  
COLUMBIA.

LONDON, December 3rd.

The Indian question is becoming a  
matter of grave concern in Canada. The  
granting of a writ of *habeas corpus* by a Judge to a Hindu  
Priest whom the Immigration Au-  
thorities sought to deport—and  
ultimately did deport in defiance of the  
Judge's decision—is now followed by the  
finding of the Chief Justice that Indians  
can only be excluded for idiosyncrasy,  
crime, and mendacity, just as in the case  
of other British subjects. The decision  
is not relished in British Columbia,  
where exclusion is strongly favoured.  
Consequently it seems certain that new  
legislation will be demanded to regulate  
the Oriental influx. It is noteworthy  
that every constituency in British  
Columbia supports the Borden Govern-  
ment, which will have a delicate task  
in adjusting local feeling to Imperial  
considerations.

## A GIFT TO SCOTLAND.

PRESENTATION OF FAMOUS BURNS GLEN-  
RIDDILL MANUSCRIPTS.

NEW YORK, December 3rd.

At St. Andrew's Day dinner Mr. John  
Gribbel, a big manufacturer, and a col-  
lector of manuscripts, suddenly rose and  
announced that he had bought the famous  
Burns Glen-Riddell manuscripts, and  
said that he would present them to  
Scotland. This announcement was  
received with deafening enthusiasm.  
Thereupon Mr. Gribbel produced two  
quarto volumes, and received another  
ovation.

[THROUGH REUTER'S AGENCY.]

THE ANTI-GERMAN FEELING IN  
ALSACE.

A FURTHER UNPLEASANT INCIDENT.

LONDON, December 3rd.

Another unpleasant affair has occurred  
between the military and civilians at  
Dettweiler, near Zabern. Lieut. Foerstner,  
who originally caused the trouble by call-  
ing the inhabitants "Alsatian vagabonds,"  
was leading a party of his men when he  
was recognised and jeered at by civilians.  
The Lieutenant drew his sword, and  
badly sabred a lame shoemaker on the  
head.

STRASSBURG, December 3rd.

At a Conference of burgomasters of  
Alsace-Lorraine a resolution was passed  
protesting against the prejudice done to  
the authority of the State by the  
irresponsible behaviour of the Military  
authorities at Zabern, and demanding  
protection.

BERLIN, December 3rd.

The *National Zeitung*, describing the  
latest Zabern affair, says that  
children hooted the soldiers. Lieutenant  
Foerstner tried to seize them. The  
youngsters bolted, and the troops then  
turned to a group of youths who were  
looking on. The latter ran off, but one,  
a cripple, was captured. Resisting his  
captors, he was sabred and dragged,  
bleeding and half-conscious, to the  
Mayor's office, where he was examined for  
two hours.

A young married couple have been  
arrested at Metz because the lady laughed  
as the soldiers were passing.

## THE POSITION IN MEXICO.

FEDERALS EVACUATE IMPORTANT TOWN.

LONDON, December 3rd.

Mexico rebel advisers report that the  
Federals have evacuated the important  
town of Chihuahua, food and water  
being exhausted. The rebels are now  
marching thither with a view to advanc-  
ing on Mexico City.

PRESIDENT WILSON'S MESSAGE TO CONGRESS.

President Wilson, in a message to Con-  
gress, said there was only one cloud on the  
horizon, and that was hanging over  
Mexico. There could be no certain peace  
in America until President Huerta had  
surrendered. He affirmed that Huerta  
was becoming completely isolated, that his  
power and prestige were crumbling, and  
that his collapse was not far away. He  
also affirmed that the United States was  
the friend and champion of constitu-  
tional government, because in no other  
way could their neighbours work out their  
own development in peace and liberty.  
He believed that America would not be  
obliged to alter her policy. They were  
watchful and waiting, and when the end  
came they would see constitutional  
government and order restored.

BANKING AND CURRENCY  
REFORM IN THE UNITED STATES.

WASHINGTON, December 3rd.

President Wilson in a message to Con-  
gress urges the speedy reform of the bank-  
ing and currency systems.

FRENCH GOVERNMENT  
DEFEATED.

PARIS, December 3rd.

The French Government has been de-  
feated by 290 votes to 285 on the question  
of immunity of the new Rente from  
taxation and has thereupon resigned. The  
Government advocated immunity.

As all parties favoured exemption from  
the taxation of the new Rente, in which  
form the great new loan will be issued,  
the defeat of the Government is due to  
obscure causes; chiefly the desire of the  
Radicals, headed by M. Caillaux, to take  
revenge upon M. Barthou for the passage  
of the Triennial Military Service Act, his  
support of the Electoral Reform Bill, and  
the anxiety of the Radicals to secure  
power on the eve of the coming elections.

## OBITUARY.

LONDON, December 3rd.

The death is recorded of Mr. Stedall,  
the well-known racehorse owner.

[THROUGH REUTER'S AGENCY.]

THE INDIAN AGITATION IN  
SOUTH AFRICA.

PUBLICATION OF A BLUE BOOK.

LONDON, December 3rd.

A Blue-book on the Indian question in  
South Africa has been issued, covering  
the period from the 3rd July to the  
29th November. It does not include  
any correspondence with the Indian  
Government, but Mr. Harcourt's  
despatches to South Africa contain  
frequent references to representations by  
the Indian Government, showing the  
latter's solicitude for the Indians and its  
anxiety regarding the situation as it  
developed.

The Government of India on the 3rd  
July called the attention of Lord Crewe  
to the probable effect of an amendment to  
the clause in the Immigration Bill, in  
reference to the admission of wives, by  
the insertion of the word "monogamous"  
before "marriage," and asked whether  
it was to be regarded as over-riding the  
undertaking given by Mr. Fischer that,  
notwithstanding the judgment in the  
Esop case, the Government would admit  
one wife per man, even though married  
by a custom recognising polygamous  
marriages.

Mr. Harcourt re-transmitted the above  
to Lord Gladstone on the 14th August,  
adding that while he relied on Mr.  
Fischer's assurance he would be glad to  
receive an assurance to the effect that the  
amendment would not affect it.

Lord Gladstone, writing on the 22nd  
September, said the Union were fully  
prepared to carry out Mr. Fischer's pro-  
mise, but this assurance was subject to the  
reservation that if the threats to re-start  
the passive resistance were carried out  
the Government would reconsider its  
policy in making any concessions outside  
the provisions of the existing laws.

Mr. Harcourt wrote on the 8th October  
that he earnestly hoped that the ill-  
advised action of a small number of  
Indians would not induce the Union to  
abandon their liberal policy in reference  
to the entrance of wives.

The Colonial Office, replying to the  
South Africa British Indian Committee  
on the 22nd October, said that the exclu-  
sion of the woman Kulumbibi was no  
breach of Mr. Fischer's undertaking.  
She was excluded on the ground that her  
husband had previously married another  
woman in Natal. In another despatch,  
Mr. Harcourt assured the Indians that  
they could rely on the Minister's pledge.

The later despatches mainly report the  
progress of the passive resistance move-  
ment, protest meetings of Indians, and a  
long correspondence of Mr. Ghandi with  
Mr. Gorges, the Secretary for the  
Interior, in a final effort to secure a  
satisfactory settlement.

Lord Crewe sent Mr. Harcourt copies of  
unofficial telegrams received at the India  
Office from India, which are not printed.  
He added that he viewed with the gravest  
concern the impression produced in India  
by the allegations that the Indians had  
been treated with great severity, and  
asked for an authoritative statement.  
Lord Gladstone replied detailing the  
arrests, sentences, etc.

Replying to an enquiry by Mr. Har-  
court respecting some of the heavier  
sentences, Lord Gladstone on the 26th  
November said that it appeared that a  
Magistrate at Newcastle sentenced 127  
un-indentured Indians to pay fines of £5  
each, or six months' imprisonment, for  
offences for which the maximum penalty  
was three months' hard labour. Steps  
were being made to remit the excess  
sentences.

The London Moslem League wrote to  
Mr. Harcourt on the 24th ult. calling  
attention to the gravity of the situation  
and appealing to him to urge upon the  
Union the necessity for immediate  
remedial measures and to direct an  
independent investigation into the  
grievances.

Mr. Harcourt replied on the 29th ult.  
that the League did not appear to have  
been fully or accurately informed of the  
situation. Open defiance of the law by  
Indians in South Africa had seriously  
embarrassed him in the continuance of  
his representations to and consultation  
with the Government of the Union.  
Mr. Richard Jebb, in a letter to the  
*Morning Post*, suggests that British  
Guiana is more desirable than the Sudan  
as the new home for South African  
Indians.

[THROUGH REUTER'S AGENCY.]

## BRITISH ARMY SENSATION.

A SIX WEEKS' TRIAL.

LONDON, December 3rd.

It is expected that the Army canteen  
court martial will last for six weeks.  
Major General R. C. Maxwell will be  
President of the Court, which includes  
the Duke of Teck and Prince Alexander  
of Teck.

## THE S.S. "TAISHAN."

The Directors of the Hongkong, Canton  
and Macao Steamboat Co., Ltd., by  
advertisement, which will be found on  
page 4, are inviting the public to inspect  
the new steamer *Taishan* to-morrow after-  
noon. The *Taishan* was launched about  
two months ago from the Kowloon Dock.  
The *Taishan* is announced to make  
the excursion to Macao on Sunday.  
Particulars will be found in the Com-  
pany's advertisement on page 8.

## PIRACY IN THE WEST RIVER.

ROBBERS' VALUABLE NAUL.

The authorities have just been informed  
by the coxswain of the steam launch *Hoi  
Ying* that whilst on a voyage from  
Hongkong to Ping Hoi on the West  
River his craft was attacked by pirates,  
who were on board in the guise of  
passengers. The piracy took place near  
Ping Hoi Kok, in Chinese waters. About  
80 men produced revolvers at about one  
o'clock and drove the passengers and crew  
into the hold, where they were shut in.  
The robbers then took complete charge,  
and ransacked the launch, securing  
altogether \$19,750 in money and clothing  
to the value of \$200. They then left the  
vessel in sampans, but the direction in  
which they went cannot be ascertained.  
Subsequently the crew managed to get  
out of their uncomfortable position, and  
steered the boat to Shan Mei and Ping  
Hoi, where the matter was reported to  
the Chinese authorities. The launch  
called at one or two places after leaving  
Hongkong, and it is not known whether  
the robbers got on board at Hongkong  
or at one of these villages. No shots were  
fired during the pirates' operations, and  
no one was hurt.

## NAVAL NEWS.

The relief crew for H.M.S. *Hampshire*  
is to leave England in H.M.S. *Europa*  
about the middle of the month. The  
*Europa* will meet the *Hampshire* at  
Colombo, where the latter ship will pay  
off and recommission.

The crews of the destroyers which have  
been relieved will be going home by the  
P. & O. *Sunda*.

## THE MAGISTRACY.

A fine of \$150, or six weeks' imprison-  
ment in the alternative, was imposed on  
a Chinese who was found in Connaught  
Road in possession of a revolver and  
ammunition.

A man who jumped into the waters of  
the Harbour in an attempt to avoid  
arrest for stealing a jacket was fished  
out, and was sentenced to seven days'  
imprisonment at the Magistracy yester-  
day.

A man who was charged with the  
larceny of two pieces of clothing was  
discovered to be a returned banished.  
He was brought before Mr. Wood  
yesterday, and sentenced to a year's hard  
labour for returning to the Colony and  
to six weeks for the larceny.

An allegation was made by an Indian  
constable, when prosecuting a boy for  
hawking without a licence, that the  
defendant threw stones at him. The boy  
admitted hawking without a licence, but  
denied throwing stones, saying that other  
boys did it. He was ordered to receive  
eight strokes with the birch.

In the case in which Chan Sau San  
Nam, a former official under the Canton  
Government, is sought to be extradited  
on a charge of being in unlawful posses-  
sion of \$150,000, delivered to his custody  
by his employers, Mr. R. F. C. Master  
asked his Worship to fix Friday after-  
noon for the hearing of the case, as both  
Mr. Slade and Mr. Bruton were  
concerned at the moment with the Soto  
case. They expected to be ready on  
Friday. The request was granted.

A district watchman observed a man  
carrying two tins in the street, and, his  
suspicions being aroused, he approached  
the man for the purpose of inspecting  
them. The man guessing the watchman's  
intentions threw the tins down on the  
ground and bolted. The tins were found  
to contain 100 taels of opium. An  
application for the forfeiture of the drug  
was made to Mr. F. A. Hazland, the  
First Magistrate, yesterday, but the  
Opium Farmer did not lodge an applica-  
tion as the opium was not up to standard  
quality.



## SUPREME COURT.

Wednesday, December 3rd.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE  
(SIR WM. REES DAVIES, K.C.).

## £500 CLAIM FOR FALSE IMPRISONMENT.

Vicente Sotto, journalist v. Thomas Carey Welch, of the Hongkong Hotel, Assistant Executive Secretary of the Philippine Islands, and John B. Sawyer, Vice-Consul of the United States of America in Hongkong. The claim was for \$4,911.03, being the equivalent of £500 (at the time of filing the claim), in which the defendants are indebted to the plaintiff under the provisions of the Habeas Corpus Act, 31 Charles II., Cap. 2, by reason of their having procured or caused the imprisonment of the plaintiff on a charge of abduction, within the territory of the Philippines Islands, well knowing that the plaintiff had been discharged from custody under a writ of Habeas Corpus, sued out by him when in custody on the same charge.

Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hind and Mr. Norrington (from the office of Mr. G. K. Hall Bruton), represented the plaintiff; the first defendant was defended by Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. Reader Harris (of Messrs. Wilkinson & Crist), and the second defendant was represented by Mr. E. H. Sharp, K.C., who was instructed by Mr. G. Hastings (of Messrs. Hastings & Hastings).

Mr. Slade, in opening, remarked that the facts in the case were undisputed, and all that his Lordship would have to decide upon was the question of law arising out of the pleadings in the case, and it would be more convenient if those were taken one by one. The facts were admitted and the *prima facie* conditions were also admitted. To deal with the case it was necessary to refer his Lordship to the Habeas Corpus Act, Cap. II., 1679, for it was upon section 6 under that statute that he relied. Mr. Slade quoted the section, which held that if a person or persons are recommitted or knowingly imprisoned or are caused to be imprisoned for the same offence the defendant (he or they) shall forfeit to the prisoner the sum of £500. His case was that the plaintiff had been imprisoned for an offence, and released under Habeas Corpus, then, at the instruction of the two defendants, had been imprisoned a second time for the same offence. Therefore he came, *prima facie*, directly within the words of that section. Plaintiff was set at large by Habeas Corpus and thus defendants by securing his imprisonment again for the same offence were liable to forfeit to him the sum of £500.

Mr. Sharp interrupted with the remark that all Counsel for defence had to prove was that that particular provision did not apply, because it was not in force. He would also say that the Act, which included that particular provision, was not in force. They were only pleading to the particular provisions.

Mr. Slade contended that Acts of Parliament passed prior to 1842 were in force in that Colony, by virtue of section 64, Ordinance 3 of 1873. There was one exception in this Ordinance—except so far as such laws are inapplicable to the circumstances of the Colony or the inhabitants, and except in so far as they are modified by the local legislature. "I am not aware," added Mr. Slade, "of any laws passed by the local legislature modifying the Habeas Corpus Act."

His Lordship—We can take it for granted, I think, that there has been nothing like that.

Applying the particular provisions to the case, Mr. Slade contended that it was for the defendants to prove by evidence what particular peculiarity of that Colony or its inhabitants would render inapplicable a law designed for securing the liberty of the subject. The onus was on the defence to prove that. The title of the Act was—"An Act for securing the liberty of the subject, etc." He was relying upon that, and thought it would be very hard for the defence to establish that the liberty of the subject in Hongkong, be they British or be they foreign, was not of so great importance as the liberty of the subject within England itself. Mr. Slade then dealt with what he understood would be the second ground of defence, that the provisions did not apply to extradition proceedings.

His Lordship questioned jurisdiction in this matter.

Mr. Slade submitted that the Supreme Court in Hongkong had the same jurisdiction as the Supreme Court in London. From the very earliest times extradition proceedings in the Courts had been known in England, and the writ of Habeas Corpus was the proper writ for questioning the right of the requisitioning Government for the rendition of the alleged criminal. Extradition proceedings at home and in this Colony were

governed by the Extradition Act of 1870, and under that Act the right of the accused person to have Habeas Corpus, if the circumstances justified, was expressly recognised; it was not merely confirmed but recognised by the Act. If any confirmation was thought to be necessary they could be taken to the Repeal Statutes, prior to 1870. Two treaties were then made, with the United States and France under which they were to give up criminals committed for extradition. The Act was introduced to correct a number of abuses which related to the procedure, and the operation of the ancient writ of Habeas Corpus, long before the Act of Charles II. The Habeas Corpus now gave a new and more easy remedy to the subject. The Act was one of general application, it dealt with the writs of Habeas Corpus, and the liberty of the subject was secured in divers ways.

His Lordship inquired of Mr. Slade if the £500 included damages or was it only the penalty.

Mr. Slade—Personally I thought it included damages, but Mr. Gompertz had held that it was a penalty. At any rate, damage to that extent had been suffered and the intention is that the money shall be recovered as by way of solatium to the person imprisoned.

His Lordship—Suppose I decide that the Act does apply?

Mr. Slade said he would then get £500. He referred his Lordship to a case in which the scope and limitation of the Act had been previously discussed in the Colony and proceeded to argue that defendants could not claim immunity from the law in relation to the duplicating of proceedings; their privilege in this direction was no more than any other resident in the Colony. If the Crown or the police failed to prove a crime and the person charged was discharged, they could not bring fresh proceedings and fresh evidence.

Mr. Slade concluded by remarking that the case had failed at the first hearing; it was held to be improper. Therefore he contended that the defendants were clearly in the wrong.

Mr. Sharp, in opening the defence, said that Mr. Slade had taken the course that they were arranging the arguments for the defence under three heads. What they had to make out was that the section under which the plaintiff proceeded did not apply. His first main heading was that these provisions, even assuming the Act to be in force in Hongkong, did not, for many reasons, apply to the circumstances of the present case. Assuming the section to apply to extradition, then they said that for many reasons again, the section's provisions did not apply to the circumstances of that case. They said that the section did not apply to extradition, and that the Act was not in force in Hongkong. He could practically deal with the arguments under the first heading; that the provision did not apply and that the Act was not in force. There were defects in the hearing of plaintiff's case before the Magistrate, but that could be no bar to any subsequent proceedings. At the first proceedings a Full Court held, and they must admit that the Full Court took the correct view, that the Magistrate had improperly let in evidence—improperly in the sense that it was not properly authenticated. Mr. Sharp referred to numerous authorities to support his contention that that could be no bar to any subsequent proceedings. Such proceedings were not a trial and therefore plaintiff had not been tried. He also held that section 6 of the Habeas Corpus Act only applied to people on bail. The full effect of the judgment in the Full Court, he added, was that the Magistrate had really no jurisdiction.

The further hearing was adjourned until this morning.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. J. GOMPERTZ (PUISNE JUDGE).

## A DEAL IN SWATOW WORK.

Yee Sing & Co., dealers in Swatow drawn work, Post Office Buildings, Pedder Street v. J. A. Chue, a clerk in the employ of Messrs. Deacon, Looker, Deacon & Harston. The claim was for \$1,165.35, the price of goods sold and delivered by the plaintiffs to the defendant, full particulars whereof have been delivered.

Mr. J. H. Gardiner was for plaintiff, and Mr. Stevenson (from the office of Messrs. Deacon, Looker, Deacon & Harston) defended.

At the outset his Honour said he took it for granted that the amount over and above the \$1,000 had been waived.

Mr. Gardiner contended that his Honour had power to deal with the whole matter in that Court for the full amount as it had been transferred by order of the Court.

His Honour doubted this, whereupon,

Mr. Gardiner said that they could transfer for any amount and his Honour had power to give judgment for the amount which was supported by an order of mutual consent and also by an order

of the Chief Justice. His Honour had the jurisdiction under the Summary Ordinance because the case had been transferred. He also remarked that he did not know whether it was incumbent upon him to commence the case, because it had been admitted that the goods had been supplied and also that they had been delivered to the defendant, who had received them and signed for them. The only defence was that defendant was an agent and therefore was not liable. He contended that there was no such agency, and that defendant had never been regarded as an agent.

His Honour suggested that signing was equally compatible with agency.

Mr. Gardiner—He does not sign for his brother, he signed the receipt for the goods in his own name. Therefore, I submit that you will press for him to establish his agency if he can do so. My case is that the goods were ordered by him, supplied to him, and signed for by him.

Mr. Stevenson held that it was for the plaintiffs to prove that the goods had been delivered to Mr. Chue and the circumstances under which he signed the receipts.

His Honour—I know your position, I have read these letters. Mr. Stevenson went on to explain that the action related to two shipments of goods which were sent to Australia and defendant was really acting with the knowledge of the plaintiffs.

His Honour—According to these letters defendant wants to show that he was a sort of go-between for his brother.

Mr. Stevenson—We were to receive certain goods, inspect them, and forward them to Australia. He mentioned that the claim arose over two shipments, and that would be necessary to go into the first shipment, where terms were arranged and an arrangement entered into.

Mr. Gardiner said that he had nothing to do with shipments. They merely entered into an agreement to supply defendant with goods, and did not know that he was going to do with them, though he had intimated that they were being sent to Australia. He also told plaintiffs that he had opened a shop in Australia, and that was borne out by his letters. There were some letters which were very significant, and one showed defendant's "preparation" of the case. There were inconsistencies, and one was obviously concocted by defendant with the object of assisting his case. In accordance with what defendant represented himself to be, plaintiffs supplied him with three lots of goods which he said were going to Australia. The order was completed on 21st January, and it was a remarkable thing that if defendant was agent for his brother that that very brother should be in Hongkong at the time the goods were ordered, and when the first order was executed. There was nothing to show that defendant was in any way connected in business with his brother, Robert Chue. They had treated defendant all along as the principal. The first order was paid for, defendant actually raised the money from the brother of the managing partner of the plaintiff firm. He paid that off and then goods went out at such a rate that defendant eventually thought he would get out of the liability by adopting the attitude that he was only an agent and that therefore he was not liable.

Evidence was called and the hearing was adjourned until the 6th inst.

## MALAYAN TIN DREDGING.

SOUND FINANCIAL POSITION; BRIGHT PROSPECTS.

The second annual general meeting of the shareholders in the above-named company was held last month at the Chartered Accountants' Institute, Moorgate-place, London, Sir Ernest Woodford Birch, K.C.M.G., the chairman of the company, presiding.

The CHAIRMAN in his address said that on March 4th last the capital of the company was increased from £100,000 to £125,000 by the creation of 25,000 new shares of 2s each. Of the new capital 10,000 shares were issued at a premium of £2 10s per share. From the profit thus obtained of £27,500 they had written off all the expenses in connection with the new issue, the whole of the preliminary expenses, and also all the administration and general expenses at the mines and in London right up to the date on which the No. 1 dredge commenced working—namely, December 31st, 1912. After doing this they were able to carry to reserve account a balance of £1,738 3s 3d. The profit and loss account covers a period of six months' working only with the first dredge. The tin ore won during that period reached a total of 112½ tons, which realized £14,225 at a cost, including all London charges, of £6,679. The net profit on the half-year's operations was £8,045 19s. 1d.

## THE NEW DREDGES.

Two new dredges costing £20,000 l.o.b. London would soon start work, and allowing for that amount, freight, and erection, and the supply of ample spares, the directors estimate to have in hand on capital account when these dredges start work a sum of about £6,000. This is exclusive of the profits earned since June 30th last, and to be earned before the new dredges commence work. The second dredge is expected to be at work about next March and the third dredge two months later, and thereafter shareholders would receive considerably greater profits.

The profit of £7,500 in six months had been earned from an area of less than five acres of land, and the property now extends to a total area of 1,149 acres. In the last paragraph of his report the manager, Mr. Vaughan, tells of the difficulties that have had to be contended with, all of which the dredge had dealt with successfully, and in his concluding sentence he tells what he thinks of the mine. The directors do not propose to stop at three dredges, but in due course to continue the progressive policy that is warranted by the excellence and size of the property, and thus secure to shareholders as speedily as possible the large profits that undoubtedly await them. The board had resolved to pay an interim dividend for the current year of 5 per cent. free of income-tax, which will be payable on the 26th of November.

## HOTEL PROPRIETOR AND HIS SERVANTS.

At the Magistracy yesterday, before Mr. F. A. Hazeland, Mr. F. Reichmann, proprietor of the Grand Hotel, summoned his No. 1 boy, No. 3 boy, and cook for leaving his service without notice. The defendants brought a cross-summons against Mr. Reichmann, claiming two months' wages each.

Mr. P. S. Dixon (of Messrs. Wilkinson & Crist) appeared for the complainant, and Mr. C. A. S. Ruta (of Messrs. Goldring & Russ) was for the defendants.

Mr. Dixon explained that the complainant issued a summons against the three defendants for leaving without notice, and they immediately retorted by issuing a cross-summons against him, claiming a month's wages due to them at the time they left, and a month's wages in lieu of notice.

In answer to his Worship, Mr. Dixon said the question to be decided was whether the defendants were dismissed or left of their own accord.

The complainant said that owing to suspicions that thieving was going on, he set a special watchman on his premises on the evening of the 7th November, and also watched personally. He instructed the watchman to see that no servants left the building. He went up to the billiard room and observed the second defendant come out from the kitchen with the back dining-room keys in his hand. The boy went out on to the verandah to see if the watchman was looking at him. The keys should have been in the office, and he asked the boy what he was doing with them. He was flabbergasted at first, and he said he had just locked up the dining-room doors. As a matter of fact these doors were locked an hour previously.

Witness then went into the kitchen, as he did not desire to wait any longer, and called for the first defendant, who usually left the premises about 9.30 or 10 o'clock in the evening. This was at 10.30. Witness asked "him" if he had stolen mutton, snipe, chicken, etc. The boy admitted stealing a snipe, and some rice. He was reproached and witness told him that he would bring in the police on the morrow to investigate the matter. On the next morning, when witness arrived in the dining-room, he found that the three defendants were not on duty. Three days later they came back and said they wanted their wages. Witness asked them why they did not give him a month's notice, and they said, "Maskee. We want our wages."

The second and third defendants came again about a week later, on a Sunday, and repeated their requests. Witness afterwards received a summons from the Supreme Court for wages. He did not give these men notice, nor did he give them leave to go.

In answer to Mr. Russ, the complainant stated that he did not intend to prosecute the defendants until he received a summons for wages. The first defendant had been with him for four years, and was a good boy as regards service. The second boy had been employed at the hotel off and on for seven years. He did become very suspicious about stealing at the hotel, but as a matter of fact he did not find anyone stealing. He denied that because of this failure he became angry. He had no complaints against either the second or third as regards stealing. He thought they were watching the watchman whom witness had put to detect the thieves.

The case was adjourned until this afternoon.

## THE PANAMA CANAL AND TRADE POSSIBILITIES.

The British Trade Review, in the course of an article on the Panama Canal, says:—

While the people of the United States are looking upon their new possession from a defensive point of view, as well as the commercial aspect, other nations are chiefly concerned in the Canal as a revolutioniser of trade. The prospect of Spanish or Japanese aggression on the Pacific Coast is remote, and the American Navy, dominating the Canal and its further territories, may have an easy time for some years to come; but the usefulness of the waterway is a present asset, a benefactor. That it will double American exports is quite likely; but its navigation by European and Colonial vessels will also lead to great expansions of business.

British-made goods will find customers in what were most distant quarters. The pessimistic cries that Japan will be able to get its cotton cheaper and that the American cotton factories will crowd the Far Eastern markets with cheap fabrics do not count for much. In fact, with regard to cotton, Great Britain may be the largest gainer, seeing that the Canal will make accessible large tracts of land on the Pacific Coast admirably adapted to the cultivation of the best staple material on which Lancashire depends for its choicest manufactures. Then to the shipowner (though it will be said he does not deserve it) the Canal comes as a godsend, for it will mean a saving in time, in seamen's pay, in expense of voyaging, and it will minimise the perils of wreck. There will be fewer storm-lashed derelicts in the surging waters of Cape Horn.

## SHIPPING NOTES.

The big steamer *Minneapolis*, belonging to the Great Northern S.S. Co., went ashore at Moji on Sunday night, the 23rd ult., and had not yet been refloated on the 25th, which is the latest date of our advice. Her position was not serious, however.

The annual Report of Lloyds Register of Shipping for 1912-1913 shows that the year witnessed a remarkable increase in the amount of tonnage classed by the Society in respect of vessels intended for carrying oil in bulk. During the 12 months ended June 30th, 1913, no fewer than 45 such vessels, of 202,005 tons, received the Society's classification. The demand for vessels of this description still continues, and there are at the present time 83 of these vessels, of 381,410 tons, preparing and in course of construction under the supervision of the Society's surveyors.

His many friends in London and elsewhere (says *Fairplay*) will learn with regret that Captain John Smith Hogg has died suddenly from heart failure at the age of 66. He was a shipmaster of the old school and was an authority on everything connected with a steamer. He was in command of the *Glenogle* in the East when she was fitted up as an auxiliary cruiser. When he left the Glen Line he joined the China Mutual Steam Navigation Company, which had just been formed by his old friend, Mr. Gulland, and commanded their fast steamer *Voyageur*, which was built to run against the *Glenogle*. He afterwards acted as agent for the China Mutual Company at Shanghai for two or three years, and was subsequently appointed superintendent of the Company in London.

The China Coast Officers' Guild wrote to the Secretary for Foreign Affairs on September 20th expressing its indignation at the treatment accorded to a member by the Hongkong harbour authorities in the *Tai On* piracy case, and its earnest desire that the Imperial Government would make strong representations to the Chinese Government for full compensation for the loss of the officer's property and money. Further, the Guild requested that proper protection be provided in these waters for British subjects so that such an outrage would be prevented in future. In reply the Foreign Office reported that a careful inquiry had been made and it was found that the piracy was carried out by a gang who embarked on the vessel and smuggled arms on board in Hongkong territory, and that consequently no grounds were apparent upon which a claim for damages could be made against the Chinese Government. The Commodore at Hongkong reported that the patrol was ineffective against internal attacks by pirates who embarked as passengers. Effective measures were being taken by the Governor of Hongkong which should greatly diminish the danger of similar cases of piracy occurring in future. The letter concludes that the action of the Hongkong authorities towards a member of the Guild is a matter with which the Secretary for Foreign Affairs is not concerned.

## AN OWNER ON SHIPPING DEVELOPMENTS.

RELATIONS OF CAPITAL AND LABOUR.

Mr. T. L. Devitt, chairman of Lloyd's Register and president of the Institute of Marine Engineers, gave an address to the members of the institute at Stratford, E.

As a shipowner whose experience extended over half a century, he looked back with some regret at the disappearance of the sailing vessel, but he thought it was beyond contradiction that the real seamen of to-day were those who had qualified for their present positions in steamships by a training in sailing vessels. They were resourceful and competent in a way that those reared in steamers could never become. He bore testimony to the necessity for shipowners to take advantage of every development in machinery for propulsion of ships and of every invention of the engineers, when proved to be sound, so that we might be able to hold our own in the severe competition for the world's traffic on the sea. Engineers, he said, more than any others, depended on the harmonious working of their machines, each part depending on other parts, and he wished they could apply this principle to their relation one to another as employers and employed. He was convinced that if this spirit could be encouraged, instead of setting class against class, and making trouble instead of harmonising difficulties, they should all prosper more than they did. None of them could do without the capitalist any more than they could do without the skilled workman. Working together with the aid of capital, shipowners, engineers, shipmasters, and sailors generally could make a success. He went on to trace some of the developments in steam navigation since 1854, the year in which he began business as a lad in his father's office, and said the impression left upon him from those early recollections was the spirit of enterprise that then existed among shipbuilders and engineers, the passion for experiment, the desire to tread unknown paths, to undertake projects the magnitude of which seemed out of all proportion to the means available for their execution.

## INTIMATIONS

## ECZEMA IN ITS VERY WORST FORM

One Mass of Horrible Running Sores, Life a Perfect Misery. Used Cuticura Remedies. Not a Sign of the Trouble Since.

69, Ringer Ave., Munster Rd., Fulham, London, S. W., Eng.—"My daughter has been a great sufferer from eczema, in I should think, its very worst form ever since she was about three years old, and she is now fourteen and a half years of age. It first started as a small boil on her arm which spread and became one mass of horrible running sores. She used to have it on her hands, arms and feet and has often been laid up and absent from school for weeks at a time, quite helpless, with every finger on both hands tied up. Her life at those times was a perfect misery, and the irritation of the affected parts was terrible. She could not get any sleep on account of it."

"I then saw the Cuticura advertisement of a free sample and I sent for it. Well, the sample tin of Cuticura Ointment seemed to do her good, and to allay the itching, so I got a large tin, also a cake of Cuticura Soap and a bottle of Cuticura Pills and her hands got better quicker than they had ever done before, and she has not had the slightest sign of it since." (Signed) Mrs. J. Oakley, Mar. 22, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

Under-footed men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-19]

## MAPPIN &amp; WEBB, LIMITED.

## NEW CONSIGNMENTS STERLING SILVER WARE.

## PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

## CUTLERY.

From the

## SOLE AGENTS:

## CHS. J. GAUPP &amp; CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD

[41]

## CALDBECK,

## MACGREGOR &amp; CO.

(ESTABLISHED 1864).

## THE OLDEST FIRM OF WINE AND SPIRIT MERCHANTS IN THE EAST.

## CHAMPAGNES.

## SHERRIES.

## MADEIRAS.

## MARSALAS.

## PORTS.

## CLARETS.

## BURGUNDIES.

## HOCKS.

## MOSELLES.

## WHITE WINES.

&amp;c. &amp;c.

[2]









**NAPIER JOHNSTONE'S**

**"SQUARE BOTTLE"**

**WHISKY.**

UNVARIED FOR OVER  
**150 YEARS.**

THE SAME TO-DAY AS IN  
**1745.**

**BEWARE OF IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

## TO LET

## TO LET

OFFICE in ALEXANDRA BUILDING.  
Apply—**A. S. WATSON & Co., Ltd.**  
Hongkong, 22nd August, 1913. [998]

## TO BE LET

NO. 1 to 5, "AIMAI VILLAS," adjoining  
"ORDESDORF," Kimberley Road,  
Kowloon.  
Apply to—**PATELL & Co.,**  
73, Wyndham Street, or  
A. Abdoolahim, Architect,  
34, Queen's Road Central.  
Hongkong, 26th November, 1913. [1372]

## TO LET OR FOR SALE

GODOWNS at 98, 99A, 99 and 99A, Praya  
East.  
Apply to—**HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.,**  
Hotel Maansien.  
Hongkong, 4th September, 1913. [1635]

## TO LET

SHOP, No. 12, Queen's Road Central.  
No. 9, MOUNTAIN VIEW, PEAK.  
Apply to—**M. J. D. STEPHENS.**  
Hongkong, 17th July, 1913. [722]

## TO LET

OFFICES, ROOMS, and GODOWNS, on  
Ground and Second Floor, No. 44, Des  
Voeux Road Central, the premises now occupied  
by The South China Morning Post, Limited.  
Possession, 1st May, 1914, or earlier.  
FLATS, "WILD BELL," Wanchoi Road.  
"HOMESTEAD," No. 45, Peak. Immediate  
possession.  
Apply to—**SANG KEE,**  
Care of COMPADORE DEPARTMENT,  
Hongkong and Shanghai Bank.  
Hongkong, 28th October, 1913. [1093]

## TO LET

MERION, Nos. 9 and 10, Peak, unfurnished.  
ed. 6 Rooms. Cheap rental, from 1st  
December. Newly Painted and Colourwashed.  
1, CAMERON VILLAS, No. 60, PEAK,  
To Let, Furnished, for 1 year from 1st May.  
"ROGATE," Austin Road, Kowloon  
Unfurnished.  
No. 63, PEAK, MOUNT KELLET  
(Church Mission Society Bungalow), from  
1st October, 1913 till 30th May, 1914.  
Partly Furnished. Cheap rent.

## FOR SALE or TO LET

(From 1st November, 1913).  
No. 1, COUGH HILL, No. 103, PEAK.  
Bungalow, containing Drawing, Dining  
and Smoking Rooms and Five Bedrooms.  
With Ground for Tennis Court.

## FOR SALE

"HARTING and ROGATE," on part of  
Kowloon Island Lot No. 1154.  
Apply to—**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 2nd December, 1913. [64]

## TO LET

Until 31st December, 1914.  
SHOP and 1 ROOM, on 1st Floor of 5  
Queen's Road Central.  
Apply—**D. CHELLARAM.**  
33/40, Queen's Road Central.  
Hongkong, 11th November, 1913. [1312]

## TO LET

FOUR-ROOMED HOUSES in Granville  
Avenue and Salisbury Avenue, Kowloon.  
Cheap rentals.  
A FURNISHED FLAT in Nathan Road,  
Kowloon, from 1st January next.  
SHOP with GODOWN attached, Nathan  
Road, Kowloon. Kowloon Marine Lot No. 45,  
with Wharf.  
Apply to—**HUMPHREYS ESTATE & FINANCE  
Co., Ltd.,**  
Alexandra Buildings.  
Hongkong, 12th November, 1913. [1313]

## TO LET

GODOWN, 24, Wanchai Road.  
No. 153, PRAYA EAST.  
Apply—**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, 1st December, 1913. [65]

THE POSITION OF THE  
COMPRADORE.

A CONTROVERSY IN THE GERMAN SPHERE.

An interesting article appears in the  
*Frankfurter Zeitung* in which it is  
pointed out that German merchants in  
East Asia are at the present time much  
concerned with the difficult trade problem  
of the right position of the Chinese com-  
pradore. We are reminded how undefined  
the compradore's position now is, and how  
it varies in character at the different ports  
as well as in different branches of business  
such as banking, and the import and  
export trade. The writer then goes on  
to discuss particularly the case of the  
German Asiatic Bank in Tsinanfu, which  
has apparently given rise to the latest  
controversy. It will be remembered that  
about a year ago this bank's compradore  
ascended, after entering into engage-  
ments in the bank's name concerning large  
sums of money. These the bank refused  
to recognise on the ground that no Euro-  
pean official of the bank had signed them,  
but they lost the day in the Consular  
Court in Tsinanfu, and subsequently also  
had judgment given against them by the  
Imperial Court to which they appealed.  
Apparently the case is now being busily  
discussed in the Far East, and a personal  
note has been partly introduced which,  
our German contemporary thinks, is not  
calculated to encourage Chinese trust in  
German legal judgments. An open letter,  
which is signed by respected German  
merchants, and amongst them also by  
employees of the bank, and of which  
numerous copies have been sent to  
Germany, refers to both the German  
judgments in a form and tone which are,  
the writer considers, certainly not fitting.  
On the other hand, the letter sets forth  
facts which are worthy of notice. Thus it  
is stated that a Tsingtau judge, who was  
judge in a pending case connected with  
that at Tsinanfu, published an article on  
the compradore question in two numbers  
of the German paper at Tsingtau, in  
which he by legal quotations represented  
the bank as in the wrong, and in a manner  
dictated to the plaintiff the grounds of  
his case, and which the plaintiff's counsel  
referred to in his pleadings. Apparently  
an indirect result of the affair has been  
the issue of notices by the German Con-  
sulate and merchants in Chinese, and  
through the Chinese newspapers, recom-  
mending Chinese merchants in the case of  
contracts with European firms to require  
not only the rubber stamp of the firm but  
above all the personal signature of the  
European trader. The open letter  
referred to sharply attacks German  
justice, and the German Law Court  
system. It strongly criticises the com-  
position of the Law Court, in which no  
merchant was chosen as assessor, but an  
engineer and a railway building official,  
also, the personality of the merchant  
selected as expert, and it suggests, in  
conclusion, that Chinese swindlers would  
soon appear if merchants did not succeed  
in getting the Consul very energetically  
to reform his views and measures. Our  
contemporary comments on the gravity of  
this language concerning a decision of the  
highest German Court, and says it will  
certainly not be helpful to Germans, and  
that it brings out the sharp discord  
existing between the merchants and the  
Consulate which goes far beyond this  
particular legal case. The letter calls for  
the publication of all the material relating  
to the case, and whilst endorsing this the  
journal in question says a much more  
urgent necessity exists for a collection of  
the legal usages that obtain on the China  
coast by the Consular representatives of  
the Empire, presumably more particularly  
in relation to compradores. German  
merchants have already repeatedly asked  
for a second commercial expert. It would  
be a good thing, says the writer, if a man  
with a legal and commercial education  
were chosen in that capacity, who might  
endeavour to bring nearer a solution of  
this difficult and important question.  
*L. & C. Express.*

## JAPANESE COMPETITION.

BRITISH SHIPPING AND FOREIGN SUBSIDISED  
SHIPS.

In view of the approaching expiration  
of the terms of the Japanese shipping  
subsidies, a protest, says the London  
correspondent of the *Manchester Guardian*,  
is again being made by the British  
India Steam Navigation Company and  
other British companies against the  
renewal of the subsidy to the Nippon  
Yusen Kaisha, whose vessels are permitted  
to engage in the coastal trade of India  
and Ceylon, while British ships are  
denied the opportunity of competing with  
them in the coastal trade of Japan. This  
protest is being backed up indirectly by  
the owners of unsubsidised Japanese  
lines. They maintain that, in view of the  
growing activity of the unsubsidised  
lines, all subsidies should be abolished,  
and that as there is already quite an  
adequate number of unsubsidised vessels  
in the short distance lines, the con-  
tinuance of the subsidies would only  
impede the development of the lines that  
receive them. The owners of all the  
British shipping companies that partici-  
pate in the Indian coastal trade are  
asking the Government to make further  
representations to the Japanese Govern-  
ment to admit British ships to the coastal  
trade of Japan, and failing this, to  
impose on subsidised Japanese ships  
engaged in the coastal trade of India and  
Ceylon restrictions similar to those to  
which British ships are subject in regard  
to the coastwise trade of Japan. They  
point out that the amount of the subsidy  
paid to the Nippon Yusen Kaisha repre-  
sents upwards of 23 per cent. on the paid  
up capital of the company. It follows,  
therefore, that even if the steamers work  
at considerable loss, the subsidy still  
enables the company to pay a dividend.

Mrs. Bellies, widow of a wealthy mer-  
chant, has given her house and 1500 high-  
lands of land in Howrah to Howrah Munici-  
pality upon her death for use as a public  
library, together with a donation of Rs.  
10,000. The property is valued at five  
lakhs of rupees.

**WM. POWELL,  
LTD.**

TELEPHONE 246.

DRAPERS. MILLINERS. OUTFITTERS.  
COMPLETE HOUSE FURNISHERS.  
GENTLEMEN'S TAILORS.

## "SOME OF THE THINGS WE STOCK"

CHINA GLASS.  
CUTLERY.  
ELECTRO-PLATE WARE.  
BOOKCASES.  
STANDARD LAMPS AND SHADES.  
WRITING DESKS, ETC.  
INSPECTION INVITED.

INDO-CHINA BRICKS, TILES, PIPES  
COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY  
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM  
**P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.**  
ALWAYS IN STOCK. [1049-2]

RACE CRIMINALITY IN THE  
STRAITS.

In the course of his report on the  
Prisons of the Colony during the past  
year Mr. Green makes the following in-  
teresting remarks regarding "certain  
phases of race criminality."

In paragraph 5 of the Report on the  
Singapore Prison, figures are given  
differentiating between the nationality of  
the Asiatic criminals admitted into the  
Singapore Prison during the last three  
years.

The China-born criminal and the major-  
ity of the prisoners falling under the  
heading of "Others" are banishable.  
The remainder, fortunately greatly in the  
minority, have been born and reared  
under British administration. The most  
important and interesting of these, for  
whom a wise policy can do most, are the  
Malay and the British-born Chinese.  
Both are in a state of evolution and  
adaptation to novel surroundings. The  
Malay has been suddenly taken from a  
semi-patriarchal social state and plunged  
into the bustle and complexity of  
modern civilization. The levelling up to  
European standards of minds which  
exhibit such anomalous phases as those  
described by the Malay words "latah"  
and "amok" will, almost of necessity, be  
accompanied by serious individual lapses.  
As a race, however, there seems every  
prospect of the Malay issuing triumphant-  
ly from the ordeal.

The Straits baba is faced by the  
problem of adapting Chinese customs to  
local needs and modern civilization. He  
is influenced by China, Europe and  
Malaya and will no doubt end by erecting  
a standard of conduct coloured by all  
three influences. He is under the further  
disability of climate, sturdy as the  
parent stock was, continued exposure of  
succeeding generations to a tropical  
climate may bring about degeneration,  
and with degeneracy comes crime.

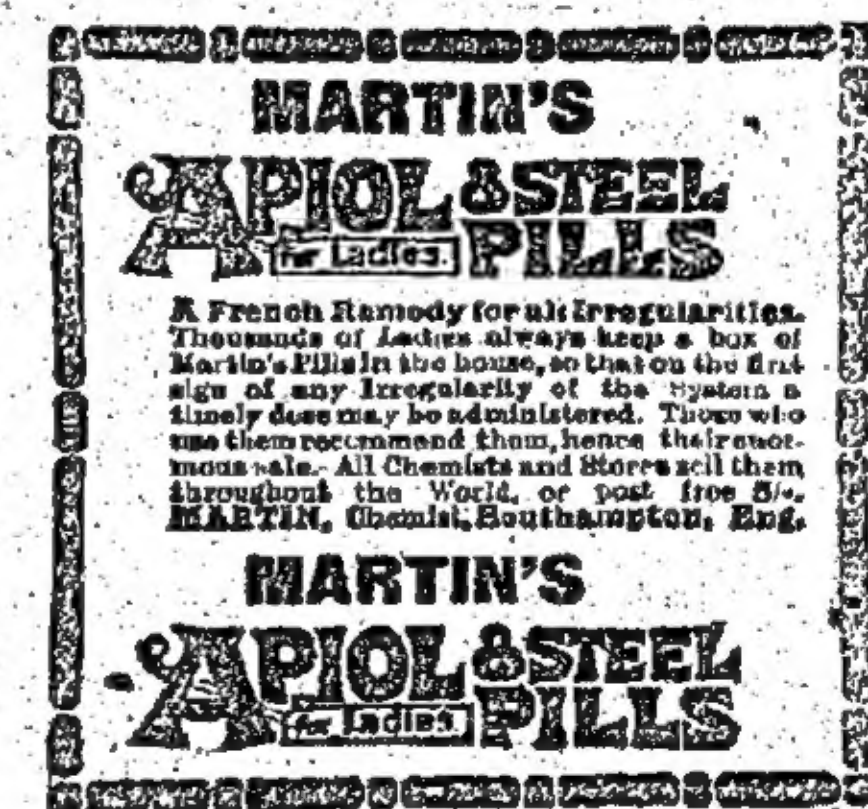
Both the Malay and the baba call for  
special attention. The regeneration and  
reformation of the criminals of these  
classes is important to the welfare of the  
State. Every endeavour should be made  
to obtain honest employment for them  
upon release and to place them amongst  
surroundings offering least temptation to  
crime. Whole-hearted, public support,  
even at the risk of occasional individual  
loss, would be of immense value in  
restricting the possible growth of criminal  
tendencies amongst a population which is  
resident and multiplies in the land. If  
the public can be induced to look upon  
criminals of these classes as moral weak-  
lings, as persons whose powers of  
resistance to temptation are, in varying  
degrees, below the average and who con-  
sequently stand in a position analogous to  
that between the physically fit and the  
decrepit and deformed; if the public is  
ready to extend to them the sympathy and  
assistance it gives to the sick and unfor-  
tunate, much may be done towards the  
prevention of the growth of a criminal  
class in the permanently resident popula-  
tion in Malaya. It is obvious that ostrac-  
ism from the well-behaved will oblige the  
criminal to satisfy his desire for society  
by seeking the companionship of fellow  
criminals. The permanently resident  
criminals will consequently tend to group  
together, to intermarry and in the course  
of time to give rise, if not to the criminal  
castes of India, at any rate to centres  
where crime is encouraged by precept and  
example.

Measures are under consideration for  
dealing with the non-banishable criminal.  
Complete success, however, is not possible

without the hearty co-operation of the  
public. The fundamental general prin-  
ciples for the treatment of crime in Malaya  
are consequently banishment for the per-  
sistent criminal of foreign birth, reforma-  
tion, education and care of the criminal  
born under British administration. The  
first of these principles is energetically  
enforced.

## CALCUTTA KILTED CORPS.

The *Empire* says that the proposal to  
establish a Scottish kilted corps in  
Calcutta is taking on and already nearly  
twenty men have put down their names  
for active service. A large number of  
elder Scots are showing their sympathy  
with and enthusiasm over the movement  
by becoming honorary members and  
several of them express the hope that they  
will be allowed to wear the kilt of the  
corps on any special occasion. It is  
hoped that Lord Carmichael may be  
persuaded to accept the Honorary  
Colonelship of the corps.



THE NEW FRENCH REMEDY, No. 102, 103,  
104, 105, 106, 107, 108, 109, 110, 111, 112, 113,  
114, 115, 116, 117, 118, 119, 120, 121, 122, 123,  
124, 125, 126, 127, 128, 129, 130, 131, 132, 133,  
134, 135, 136, 137, 138, 139, 140, 141, 142, 143,  
144, 145, 146, 147, 148, 149, 150, 151, 152, 153,  
154, 155, 156, 157, 158, 159, 160, 161, 162, 163,  
164, 165, 166, 167, 168, 169, 170, 171, 172, 173,  
174, 175, 176, 177, 178, 179, 180, 181, 182, 183,  
184, 185, 186, 187, 188, 189, 190, 191, 192, 193,  
194, 195, 196, 197, 198, 199, 200, 201, 202, 203,  
204, 205, 206, 207, 208, 209, 210, 211, 212, 213,  
214, 215, 216, 217, 218, 219, 220, 221, 222, 223,  
224, 225, 226, 227, 228, 229, 230, 231, 232, 233,  
234, 235, 236, 237, 238, 239, 240, 241, 242, 243,  
244, 245, 246, 247, 248, 249, 250, 251, 252, 253,  
254, 255, 256, 257, 258, 259, 260, 261, 262, 263,  
264, 265, 266, 267, 268, 269, 270, 271, 272, 273,  
274, 275, 276, 277, 278, 279, 280, 281, 282, 283,  
284, 285, 286, 287, 288, 289, 290, 291, 292, 293,  
294, 295, 296, 297, 298, 299, 300, 301, 302, 303,  
304, 305, 306, 307, 308, 309, 310, 311, 312, 313,  
314, 315, 316, 317, 318, 319, 320, 321, 322, 323,  
324, 325, 326, 327, 328, 329, 330, 331, 332, 333,  
334, 335, 336, 337, 338, 339, 340, 341, 342, 343,  
344, 345, 346, 347, 348, 349, 350, 351, 352, 353,  
354, 355, 356, 357, 358, 359, 360, 361, 362, 363,  
364, 365, 366, 367, 368, 369, 370, 371, 372, 373,  
374, 375, 376, 377, 378, 379, 380, 381, 382, 383,  
384, 385, 386, 387, 388, 389, 390, 391, 392, 393,  
394, 395, 396, 397, 398, 399, 400, 401, 402, 403,  
404, 405, 406, 407, 408, 409, 410, 411, 412, 413,  
414, 415, 416, 417, 418, 419, 420, 421, 422, 423,  
424, 425, 426, 427, 428, 429, 430, 431, 432, 433,  
434, 435, 436, 437, 438, 439, 440, 441, 442, 443,  
444, 445, 446, 447, 448, 449, 450, 451, 452, 453,  
454, 455, 456, 457, 458, 459, 460, 461, 462, 463,  
464, 465, 466, 467, 468, 469, 470, 471, 472, 473,  
474, 475, 476, 477, 478, 479, 480, 481, 482, 483,  
484, 485, 486, 487, 488, 489, 490, 491, 492, 493,  
494, 495, 496, 497, 498, 499, 500, 501, 502, 503,  
504, 505, 506, 507, 508, 509, 510, 511, 512, 513,  
514, 515, 516, 517, 518, 519, 520, 521, 522, 523,  
524, 525, 526, 527, 528, 529, 530, 531, 532, 533,  
534, 535, 536, 537, 538, 539, 540, 541, 542, 543,  
544, 545, 546, 547, 548, 549, 550, 551, 552, 553,  
554, 555, 556, 557, 558, 559, 560, 561, 562, 563,  
564, 565, 566, 567, 568, 569, 570, 571, 572, 573,  
574, 575, 576, 577, 578, 579, 580, 581, 582, 583,  
584, 585, 586, 587, 588, 589, 590, 591, 592, 593,  
594, 595, 596, 597, 598, 599, 600, 601, 602, 603,  
604, 605, 606, 607, 608, 609, 610, 611, 612, 613,  
614, 615, 616, 617, 618, 619, 620, 621, 622, 623,  
624, 625, 626, 627, 628, 629, 630, 631, 632, 633,  
634, 635, 636, 637, 638, 639, 640, 641, 642, 643,  
644, 645, 646, 647, 648, 649, 650, 651, 652, 653,  
654, 655, 656, 657, 658, 659, 660, 661, 662, 663,  
664, 665, 666, 667, 668, 669, 670, 671, 672, 673,  
674, 675, 676, 677, 678, 679, 680, 681, 682, 683,  
684, 685, 686, 687, 688, 689, 690, 691, 692, 693,  
694, 695, 696, 697, 698, 699, 700, 701, 702, 703,  
704, 705, 706, 707, 708, 709, 710, 711, 712, 713,  
714, 715, 716, 717, 718, 719, 720, 721, 722, 723,  
724, 725, 726, 727, 728, 729, 730, 731, 732, 733,  
734, 735, 736, 737, 738, 739, 740, 741, 742, 743,  
744, 745, 746, 747, 748, 749, 750, 751, 752, 753,  
754, 755, 756, 757, 758, 759, 760, 761, 762, 763,  
764, 765, 766, 767, 768, 769, 770, 771, 772, 773,  
774, 775, 776, 777, 778, 779, 780, 781, 782, 783,  
784, 785, 786, 787, 788, 789, 790, 791, 792, 793,  
794, 795, 796, 797, 798, 799, 800, 801, 802, 803,  
804, 805, 806, 807, 808, 809, 810, 811, 812, 813,  
814, 815, 816, 817, 818, 819, 820, 821, 822, 823,  
824, 825, 826, 827, 828, 829, 830, 831, 832, 833,  
834, 835, 836, 837, 838, 839, 840, 841, 842, 843,  
844, 845, 846, 847, 848, 849, 850, 851, 852, 853,  
854, 855, 856, 857, 858, 859, 860, 861, 862, 863,  
864, 865, 866, 867, 868, 869, 870, 871, 872, 873,  
874, 875, 876, 877, 878, 879, 880, 881, 882, 883,  
884, 885, 886, 887, 888, 889, 890, 891, 892, 893,  
894, 895, 896, 897, 898, 899, 900, 901, 902, 903,  
904, 905, 906, 907, 908, 909, 910, 911, 912, 913,  
914, 915, 916, 917, 918, 919, 920, 921, 922, 923,  
924, 925, 926, 927, 928, 929, 930, 931, 932, 933,  
934, 935, 936, 937, 938, 939, 940, 941, 942, 943,  
944, 945, 946, 947, 948, 949, 950, 951, 952, 953,  
954, 955, 956, 957, 958, 959, 960, 961, 962, 963,  
964, 965, 966, 967, 968, 969, 970, 971, 972, 973,  
974, 975, 976, 977, 978, 979, 980, 981, 982, 983,  
984, 985, 986, 987, 988, 989, 990, 991, 992, 993,  
994, 995, 996, 997, 998, 999, 1000, 1001, 1002,  
1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010,  
1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018,  
1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026,  
1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034,  
1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042,  
1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050,  
1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058,  
1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066,  
1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074,  
1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082,  
1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090,  
1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098,  
1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106,  
1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114,  
1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122,  
1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130,  
1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138,  
1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146,  
1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154,  
1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162,  
1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170,  
1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178,  
1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186,  
1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194,  
1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202,  
1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210,  
1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218,  
1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226,  
1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234,  
1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242,  
1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250,  
1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258,  
1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266,  
1267, 1268, 1269, 1270, 12



## FASHIONS AND FANCIES.

## THE SHORT COAT.

Three-quarter length coats have taken the place of the very long ones of the winter, the latter being reserved for carriage or motor wear, and for travelling. It is much easier to walk in the shorter ones, and hygienists approve of them for another reason, the important one of ventilation. Under the long, closely buttoned coats that have reigned supreme during the last three or four winters, it was impossible for the pores to act as they should in exhalation. So far as the season has gone as yet, the quite short coat has been the favourite, and even no coat whatever, with the dress made more solid of corse than most and supplemented by fur. One of the newest of the short coats is made with wide kimono sleeves (being cut like a dolman) and fastens at the waist with a single button, this being the only place at which it meets. Made of broad silk, deep blue in colour, it has revers of its own material. Below the waist the sides are cut away sharply, and crossing the hips in continuation of this line, end in a point at the back.

## SOME NEW HATS.

The wonderful diamond helmet worn at the Royal wedding by the Duchess of Rutland has led to the reproduction of the shape in jet or metallic embroidery. One of these is made of dull greenish-blue satin, closely sewn with a coloured jewelling, garnets, rubies, turquoise, emeralds, and a lovely blue silk cord assisting in the scheme. The brush is exactly the same shade, and though a brush looks quite wrong upon a helmet, yet the effect of the whole is so becoming, that one forgives the anachronism. In accord with the light fabrics of the gowns, the wired tulle brim is still worn with a crown of satin or velvet. This is the up-to-date version of the picture hat. The solid crown covers the hair except that part of it that conceals the ears, and perhaps a lock arranged with careful carelessness on one side of the forehead. A pretty face looks its best under this transparent brim composed of a single fold of tulle, usually black. One of these hats has the crown in tangerine satin, which is intended for a brunette of vivid colouring. The brim is darkest grey net. Another is raven-wing blue, with a crown of Saxe blue velvet. One has not to ponder long before deciding that its destination is a blonde head with daintily tinted cheeks and lips.

## SUMMER GOWNS IN WINTER.

Fashion has decided, it appears, to encourage the wearing of light materials throughout the winter, as has been the vogue for three years at least. But there is a difference; whereas only dull and sober tints, with very few exceptions, were seen in previous years, there is to be a riot of colour in the coming months. An example, seen as one of the "great" shops in Paris, is a gown much cut away about the neck and open in a point in front, composed of poppy-red lace with very full paniers lunched up round the waist, especially in front, and edged with black lace. Another dress is in China-blue taffetas, the skirt draped, all short, tunic very full, same length all round, and bordered with a wide, old-fashioned ruche, which makes it stand out widely from the figure. The bodice, made very loose and full, opens in front upon a white crepe-de-chine chemise made equally loose (it is the fashion just now) and has very loose, long kimono sleeves finished with the black ruche at the wrists. "Taffetas" in black and is also worn in the evening, so great is the rage for it. Tailors use it for walking costumes, but prefer it for crepe-de-chine draped skirts are completed by bodices made chiefly of silk muslin, with embroidered silk net and a mixture of velvet.

## THE OBSTRUCTIVE FEATHER.

Now that the brush in a woman's hat has led to an assault in a Whitechapel omnibus and a police-court case, a word or two may be said about the absolute carelessness with which the wearers of these so-called ornaments comport themselves in public vehicles. Turning and twisting this way and another, they must be aware that their feathers inconvenience their neighbours, but they behave as though no such idea has ever occurred to them. When the plume is a stiff brush, it is capable of real injury to the eyes of those sitting next its wearer. At the play, too, these aggressive ornaments are calculated to annoy the occupants of contiguous seats. Why not some little consideration for others?

## THE HATPIN PROTECTOR.

More dangerous still is the unprotected hatpin, and particularly when the hat is so small that they stick out a couple of inches beyond it. Hats are very small this season, and in a jerky motor, one observes them with pain, each in every shop is bought for a penny, and in all other cities. They are easily adjusted and worn as long as the pin to which they are applied. The purchase and use of them being so simple, it seems an extraordinary thing that they should not be universally used. Lack of altruism, one supposes.

## ABBREVIATED SKIRTS.

To be up-to-date, one must wear one's skirt shorter at the back than in the front. This is very suitable for walking in muddy weather. At the same time, the front is lightly caught up, and set in a fold below the waist, in order to give the look of fullness there, now required by fashion. The correct length of just walking skirt is that which allows it just to touch the instep. For evening wear it should be long enough to reach the toe of the slipper. A dancer may choose between this and a very short gown that shows the ankles, or it may be longer but cut away in a curve at either side.

## SOME ETCETERAS.

The girdle began with the dressing-gown, was promoted to accompany the gown, then was advanced to the dinner dress, and now has been adopted as a companion of the tailor-made costume. The belt has had vicissitudes. Then it rose a couple of inches and was worn a l'Empire. Suddenly it sank in front and rose high at the back. Now it is reversed

in position, being higher in front. But its great change is that of being worn round the hips. Some of the new coats, rather fuller than has been the fashion of late, has the belt in this position, holding in the fullness to the figure. The belt is folded silk, the coat in a very soft, warm cloth striped purple and deep grey. Warm coats are a necessity with the thin materials of the gowns. One of the latter is in grey broche with changing lights in the fullness of the skirt. The skirt is very slightly draped. The bodice opens in a deep point, lined in with lace and soft white silk muslin, a line of rose-coloured silk edging in on either side of the pointed opening in front. A belt of rose-coloured velvet completes a charming dress, suitable for afternoon or demi-toilet in the evening.—X. and Z. in the *Globe*.

## VESSELS EXPECTED.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about the 15th December.

The N.Y.K. str. *Tango Maru* (Australasian Line) left Sydney for this port via ports on the 26th November, and is expected here on the 15th December, a.m.

## THE ENGLISH MAIL.

The P. & O. str. *Della* left Singapore for this port on the 30th November, at 8 a.m., with the outward English mails, and is due here on the 5th December, at about 7 a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Budlow*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 30th November, p.m., and may be expected here on or about the 11th December.

## MERCHANT STEAMERS.

The Ben Line str. *Bencleuch*, from Leith, Middlesbrough, and London, left Singapore for this port on the 28th November, and may be expected to arrive here on or about 5th December.

The H.A.L. str. *Westphalia* left Tsingtau on the 30th November, p.m., and may be expected here on or about the 5th December, a.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 30th November, and is expected here on the 5th December.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Singapore for this port on the 30th November, and is expected here on the 5th December.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The N.Y.K. str. *Myasaka Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via Singapore on the 30th November, and is expected here on the 18th December.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Wingsang*, from Shanghai, is due in Hongkong 6th December.

*Hoping*, from Chingwantao, is due in Hongkong 5th December.

*Nansang*, from Calcutta, is due in Hongkong 12th December.

*Yaching*, from Calcutta, is due in Hongkong 15th December.

## SHIRE LINE, LIMITED.

*Meranishire*, from London, is due in Hongkong 20th December.

*Monadnock*, from Seattle, is due in Hongkong 11th December.

*Monmouthshire*, passed Canal, is due in Hongkong 27th December.

*Men of Glamis*, from Seattle, is due in Hongkong 28th December.

*Solweig*, from Seattle, is due in Hongkong 3rd January.

## PASSED THE CANAL.

October 17th—*Benvenue*, *Forat Bulou*.

October 24th—*Ualohas*, *Annam*, *Yorch*, *Brovalde*.

October 31st—*Agamemnon*, *Perseus*.

November 4th—*Bencleuch*, *China*, *Goldenfels*.

November 7th—*Satsuma*, *Baron Bal-fair*.

November 11th—*Hitachi Maru*, *Keemian*.

November 14th—*Indian*, *Nile Afghan*, *Prince*.

November 18th—*Benlawers*, *Borneo*, *China*, *Gazette*, *Liberia*, *Sackness*, *Mer-mouthshire*.

November 21st—*Paulow*, *Ceylon*, *Der-finger*, *Silecia*, *Paul Lecat*.

November 25th—*Lennox*, *Myasaka Maru*, *Monmouthshire*, *Ningchow*, *Oanfa*, *Syria*, *Rodnorshire*.

November 28th—*Austria*, *Benlovel*, *Pelous*, *Ellen*, *Rickmers*, *Idomeneus*, *Pharos*, *Atlantique*, *Nankin*.

December 2nd—*Bendarn*, *Cyclops*, *Komo*, *McFu*, *Peiho*, *Shimosa*, *Yeddo*, *Fannan*, *Hoerde*, *Rheux*.

## ARRIVALS AT HOME.

December 2nd—*Sachsen*.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"CANDIA."

Arrived Hongkong on 28th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 28th November, 1913.

AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

"KAFUE."

Captain R. Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st December, 1913. [1391]

"GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

"GLENSTRAE."

Captain Jas. McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 6th Dec., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Dec. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 29th November, 1913. [1384]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

Arrived Hongkong on 29th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 29th November, 1913.

## NOTICES TO CONSIGNEES.

## NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Dec., at 9.30 A.M.

All Claims must reach us before the 11th Dec., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents. Hongkong, 27th November, 1913. [4]

SWEDISH EAST ASIATIC CO. LTD. GOTHENBURG.

## NOTICE TO CONSIGNEES.

"CANTON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents. Hongkong, 1st December, 1913. [40]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

*Alacrity*, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Amoy.

*Atlas*, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

*Brady*, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Pritchard, Yangtze.

*Britomart*, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darwall, Hankow.

*Calamus*, British sloop, 1,070 tons, 1,400 i.h.p., f.d., Comdr. Hugh P. E. T. Williams, Shanghai.

*Cherub*, water tank and tug, 350 tons, 340 i.h.p., Master W. Smith, Hongkong.

*Clio*, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai.

*Fame*, torpedo-boat destroyer, 540 tons, 6 guns, 3,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

*Hampshire*, 1,085 tons, 2,100 f.d., 14 guns, Capt. Marcus Rowley Hill, on route to Hongkong.

*Kinsha*, 615 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtze.

*Morlin*, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. E. C. C. Pasco, Hongkong.

*Minotaur*, armed cruiser (flagship Vice-Admiral T. H. Jernam, C.B.), 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.

*Mocheon*, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Alan Dixon, Canton.

*Narcissus*, 2nd class cruiser, 4,800 tons, turbine, 20,000 f.d., Capt. F. A. Powlett, Hongkong.

*Nightingale*, river gunboat, 35 tons, 240 i.h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtze.

*Other*, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.

*Ribble*, R.B.L. 590 tons, 7.50 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackintosh, Hongkong.

*Robin*, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.

*Rosario*, depot ship for Submarines, 930 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.

*Sandpiper*, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River.

*Snipe*, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

*Taka*, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.

*Tamar*, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

*Triumph*, battleship, 11,855 tons, 12,500 i.h.p., Captain Philip Streetfield, M.V.O., Hongkong.

*Teal*, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungking.

*Thistle*, gunboat, 710 tons, 900 i.h.p., Lt.-Comdr. H. E. N. Cottrell-Dormer, Hongkong.

*Cleat*, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Hongkong.

*Virgo*, torpedo boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lt.-Comdr. Boddams-Whistham, Hongkong.

*Welland*, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.

*Whiting*, torpedo boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut.-Comdr. R. Neville, Hongkong.

*Wildgeon*, gunboat, 195 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtze.

*Woodcock*, gunboat, 150 tons, 2 guns, 550 i.h.p., Lt.-Comdr. B. R. K. Blackwood, Yangtze.

*Woodlark*, gunboat, 150 tons, 2 guns, 550 i.h.p., Lt.-Comdr. Robin W. Lloyd, Yangtze.

*Yarmouth*, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Shanghai.

## VISITORS AT HOTEL.

## HONGKONG HOTEL.

Mr. J. M. Aaron  
Mr. E. S. Abraham  
Mr. & Mrs. P. Ahlefeld  
Mr. W. Anderson  
Mr. & Mrs. C. Barons-  
feather  
Mrs. Baroness  
Mr. E. W. Bate  
Mr. E. W. Baskham  
Miss M. B. Beale  
Mr. & Mrs. H. Biglow  
Mr. & Mrs. G. O.  
Blacker  
Mr. S. M. Brown  
Mr. F. Campas  
Mr. J. E. Caddger  
Mr. C. E. Chubb  
Mr. W. E. Clarke  
Mr. C. G. Clay  
Mr. W. E. Clayton  
Miss A. J. Cambridge  
Miss D'Almada  
Master D'Almada  
Castro  
Mr. & Mrs. F. X.  
D'Almada  
Mr. F. T. Chapple  
Dr. A. L. E. F.  
Coleman  
Mr. &



## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

Captain G. J. Caldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 6th December, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Monongia," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "Punjab" due in London on the 17th January, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. BOWETT, Superintendent, Hongkong, 24th November, 1913. [1]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FOR HONGKONG. For BOMBAY AND NEW YORK. S.S. "MUNCASTER CASTLE". On or about 6th Dec.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 1st December, 1913. [1316]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

## THE Steamship

"GLENLOCH" (Capt. E. J. Stallard), FOR GLASGOW, ROTTERDAM AND ANTWERP.

This Steamer will be despatched for the above Ports on 7th December. These Vessels have excellent accommodation for a few Saloon Passengers, all Cabins are Ample, and the Steamers fitted with Electric Light and Fans in every cabin. Attention is particularly directed to the Moderate Rates charged, viz.: Saloon Passage, Hongkong to London, Glasgow, Antwerp, or Rotterdam, £40.

For freight or passage, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 2nd December, 1913. [1229]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" On or about 13th Dec.

For Freight and further information apply to SHEWAN, TOMES & Co., General Agents, Hongkong, 20th November, 1913. [1241]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS, A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage

22 to any part of the World.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ PORTS OF CALL.	ASSAYE...	Brit. str.	...	G. J. Caldwell	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA...	Brit. str.	...	C. E. Irving, R.N.S.	P. & O. S. N. Co.	About 10th inst.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	WESTPHALIA	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	To-day
MARSEILLES, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	To-day
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID	AUSTRALIAN	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at D'light.
ROTTERDAM, HAVRE & HAMBURG, &c.	FORST BUELOW	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
HAVRE, BREMEN & HAMBURG, &c.	ISERIA	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
ROTTERDAM, HAVRE & HAMBURG, &c.	ALTMARK	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
GLASGOW, ROTTERDAM & ANTWERP	BRASILIA	Ger. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
COPENHAGEN, GOTHENBURG & BALIC PORTS	GLENLOCH	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 7th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	About 15th Jan.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at N.Y.
NEW YORK VIA PORTS & SUEZ CANAL	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
NEW YORK & NEW YORK	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at 1 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 10 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	About 31st inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
AUSTRALIAN PORTS VIA MANILA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	About 6th inst.
AUSTRALIAN PORTS VIA MANILA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 15th Jan. at Noon.
JAPAN & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA, KOBE & MOJI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 8th inst. at 1 P.M.
YOKOHAMA, KOBE & MOJI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at 1 P.M.
YOKOHAMA & KOBE VIA SHANGHAI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at 10 A.M.
NAGASAKI, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at Noon.
SHANGHAI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at 9 A.M.
SHANGHAI, MOJI & KOBE	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at Noon.
SHANGHAI & TSINGTAU	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI VIA FOCHOW	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at Noon.
SHANGHAI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at Noon.
SHANGHAI & TSINGTAU, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 7th inst. at 10 A.M.
SHANGHAI, KOBE & MOJI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at 11 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 12th inst. at 11 A.M.
SHANGHAI	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 2 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 4 P.M.
TAMUOI VIA SWATOW & AMOY	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 13th inst. at 2 P.M.
SWATOW, AMOY & FOCHOW	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 13th inst. at 4 P.M.
SWATOW	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SWATOW, AMOY & FOCHOW	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 8 A.M.
SWATOW, AMOY & FOCHOW	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 7th inst. at 10 A.M.
MANILA, CEBU & ILOILO	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at 11 A.M.
MANILA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 11 A.M.
MANILA, MANILA, CEBU & ILOILO	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
BOMBAY VIA SINGAPORE & COLOMBO	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 8 A.M.
BOMBAY VIA SINGAPORE & COLOMBO	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 7th inst. at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at 11 A.M.
SINGAPORE, PENANG & CALCUTTA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 11 A.M.
SINGAPORE, PENANG & CALCUTTA	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 2 P.M.
HAIPHONG	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SANDAKAN	OSKAR	Brit. str.	...	Rehbe...	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 8 A.M.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool	St. John N.B.	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPERESS OF ASIA	Thurs. 4 Dec.	7 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	27 Dec.	3 Jan.	7 Nov.	28 Nov.	EMPERESS OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.
EMPERESS OF RUSSIA	Thurs. 18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.	21 Nov.	28 Nov.	EMPERESS OF RUSSIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.
EMPERESS OF INDIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.	—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	1 Jan.
EMPERESS OF JAPAN	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.	—	—	EMPERESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	20 Jan.	22 Jan.	24 Jan.	8 Feb.	14 Feb.	21 Feb.	6 Dec.	13 Dec.	EMPERESS OF ASIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.
EMPERESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	25 Feb.	4 Mar.	11 Mar.	—	—	—	—	—	—	—

## PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada (28) additional
EMPERESS OF RUSSIA	£71.10	£71.10	—
EMPERESS OF ASIA	£65	£65	—
EMPERESS OF INDIA	£43	£43	—
EMPERESS OF JAPAN	£43	£43	—
MONTEAGLE	£43	£43	—

Hour of Departure.—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOTO KISEN KAISHA. SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SUEZ MAIL LINES OF TRANS-SIBERIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedlar Street and Praya

## SHIPPING

## ARRIVALS.

DAIGI MARU, Japanese str., 847, S. Taku-shiga, 3rd December—Tansui 30th November, General—Osaka Shosen Kaisha.  
ERVIKEN, Norwegian str., 1,344, Augensen, 3rd December—Swatow 2nd December, Ballast—Aagard, Thoresen & Co.  
ESANG, British str., 1,783, J. W. Carlo, 3rd December—Wellawee 25th November, Ground Nat.—Jardine, Matheson & Co.  
HAINUN, British str., 641, J. W. Evans, 3rd December—Swatow 2nd December, General—Douglas Lapraik & Co.  
HAIYAN, British str., 1,163, J. Roach, 3rd December—Swatow 2nd December, General—Douglas Lapraik & Co.  
HUCHOW, British str., 1,222, Hooker, 2nd December—Tientsin 25th November, General—Butterfield & Swire.  
KWANGLOO, Chinese str., 1,163, McArthur, 3rd December—Shanghai 30th November, General—Chinese.  
LIANGCHOW, British str., 1,220, Wm. Benson, 3rd December—Shanghai 30th November, General—Butterfield & Swire.  
MISUMI MARU, Japanese str., 1,005, Uchi-hashi, 3rd December—Phu Yen 1st December, Cement Stone—Shewan, Tomes & Co.  
SEGOVIA, German str., 3,101, F. Buch, 2nd December—Shanghai 29th November, General—Hamburg-America Linie.  
TRIUMPH, German str., 759, Langschwager, 3rd December—Hollow 1st December, Rice and General—Jensen & Co.  
UNRAI MARU No. 3, Japanese str., 2,054, Nomura, 2nd December—Wakamatsu 25th November, Coal—Mitsui Bishi Goshi Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
December 3rd.  
Express of Asia, Br. str., for Vancouver.  
ERVIKEN, Norwegian str., for Hongay.  
KWANGLOO, Chinese str., for Canton.  
KITA MARU, Japanese str., for Bangkok.  
NIPPON, Australian str., for Singapore.  
SEITEX, Norwegian str., for Bangkok.  
UCKERMARK, German str., for Manila.  
VISTFOLD, Norwegian str., for Bangkok.

## DEPARTURES.

December 3rd.  
KUNSHAN, British str., for Calcutta.  
PECHABUR, German str., for Canton.  
RUBI, American str., for Manila.

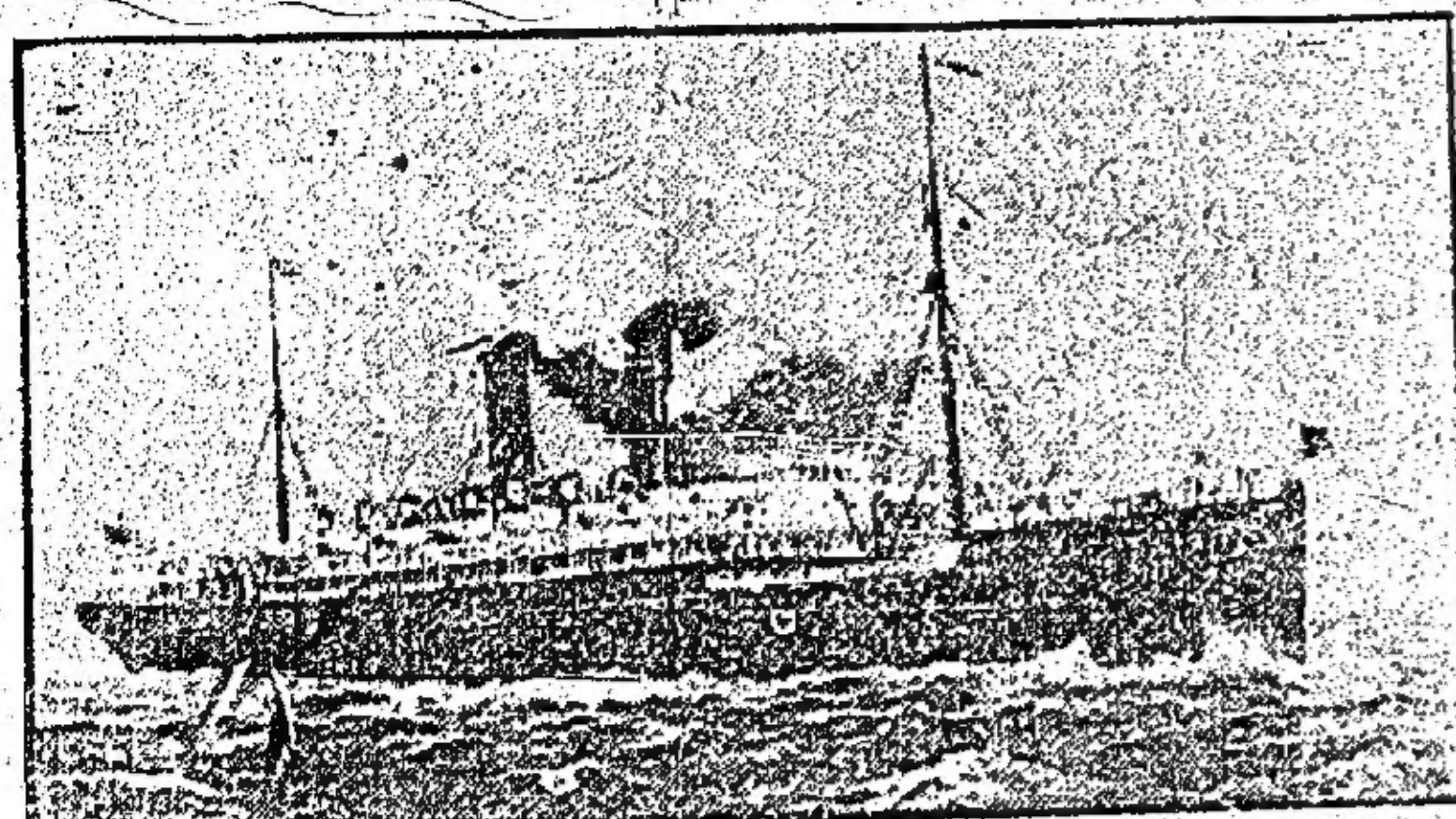
## SHIPPING REPORTS.

The British str. Huchow reports: Strong northerly gales to moderate monsoon.  
The British str. Esang reports: Fresh N.E. wind and moderately high swell and clear weather.  
The British str. Hainun reports: Strong N.E. wind and sea, light northerly wind and sea, fine, clear weather.

## PASSENGERS.

ARRIVED.  
Per Esang, from Wellawee, Mr. Boentzink.  
Per Huchow, from Tientsin, Mr. Sheppard.  
Per Liangchow, from Shanghai, Messrs. Erhardt, Erickson, Filipovich, Allgood, Gallam, Smith, Williams, Warden and Somme.  
DEPARTED.  
Per Kubi, for Manila, Mr. C. Esdale, Mr. H. W. Hobbs, Mr. and Mrs. L. R. Dempsey, Mrs. R. Kerr and 2 infants, Miss U. Kasamori, Mr. R. F. Ridel, Dr. H. Wauting and Mrs. F. Slater.  
Per Kishi Maru, for Seattle, etc., Mr. and Mrs. Bacon, Mrs. Ogg and infant, Miss Ogg, Mr. H. Shimamura, Mr. Jas. A. Cavanaugh, Mr. and Mrs. Alex. Jardine, Mr. P. G. Garlick, Miss A. Carneiro, Mr. G. D. Gardner, Miss Souza and Mrs. Souza.  
Per Kishima Maru, for London, etc., Miss Goldsmith, Mrs. Norman, Dr. Brown, Miss M. A. Lidder, Mr. and Mrs. M. S. Levy, Miss Egan, Master Levy, Mr. S. Matsumoto, Bishop Foss and party, Mr. Floquet, Mr. Dozannay, Mrs. E. Solly, Miss H. Pryor, Mr. and Mrs. M. Sudo, Mrs. Moss, Miss Moss, Master Moss, Miss M. F. Egerton, Mr. K. J. Prasad, Mrs. Rothchild, Miss McNight, Mr. Sukagawa, Capt. G. Takada, Mrs. F. B. Bowley, infant and nurse, Mr. S. M. Joseph and servant, Mr. T. Mitsu-maki, Major and Mrs. Aquino, Mrs. Yoshida, Mr. K. F. Mahitani, Consul



**PACIFIC MAIL**STEAMSHIP COMPANY.  
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

**SOME FEATURES OF SERVICE.**

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	Days	Time
KOREA	18,000	TUESDAY	9th Dec.	at 1 p.m.
SIBERIA	18,000	TUESDAY	16th Dec.	at 1 p.m.
CHINA	16,200	TUESDAY	30th Dec.	at 1 p.m.
MANCHURIA	27,000	TUESDAY	6th Jan.	at 1 p.m.
NILE	11,000	SATURDAY	10th Jan.	at 9.45 a.m.
MONGOLIA	27,000	TUESDAY	27th Jan.	at 1 p.m.
PERSIA	9,000	SATURDAY	7th Feb.	at Noon

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

**HONGKONG-MANILA SERVICE.**

From HONGKONG	Arrive Manila	Leave Manila	Days	Time
30th Dec.	1st Jan.	20th Dec.	CHINA	22nd Dec.
10th Jan.	12th Jan.	26th Dec.	MANCHURIA	28th Dec.
7th Feb.	9th Feb.	27th Jan.	PERSIA	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
Panama-Pacific International Exposition—San Francisco—1915.**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

**EASTWARD**  
S.S. "JAPAN," 6,013 tons, Captain C. P. Soden, will be despatched to YOKOHAMA, KOBE and MOJI on 13th December.

**WESTWARD**  
S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th December.  
S.S. "DILWARA," 5,228 tons, Captain G. N. Ramsay, R.N.R., will be despatched as above on 10th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.  
For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD.,  
HONGKONG, 2nd December, 1913. AGENTS.**SWEDISH EAST ASIATIC CO., LTD.****GOTHENBURG.**

**PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)**

DESTINATION	STEAMER	Tons	DATE OF SAILING
SHANGHAI	"YOKOHAMA"	9,000	On 17th Dec.
KOBE and MOJI	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to—  
ARTHUR NILSSON & Co.,  
YORK BUILDINGS, Top Floor.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

For	STEAMER	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"PAUL LECAT"	On 15th December.
	"CORDILLERE"	On 29th December.

For	STEAMER	To Sail
MARSEILLES VIA PORTS	"AUSTRALIEN"	On 16th December.
	"POLYNESIE"	On 29th December.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Paris.  
For further particulars apply to—  
S. C. DE BUSSIERRE, ACTING AGENT,  
QUEEN'S BUILDING.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG	STEAMER	From COLOMBO
23rd December, 1913.	"GUJERAT"	12th January, 1914.

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and afford the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From HONGKONG	STEAMER	From COLOMBO
Middle of February, 1914.	"SALAMIS"	

First CLASS ACCOMMODATION FOR PASSENGERS.  
Fitted With WIRELESS TELEGRAPHY.  
For Rates of Freight and Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.  
THURSDAY, 4th DEC., 1913.

8 a.m. PATSHAN. 10 p.m. KINSHAN.	8 a.m. KINSHAN. 5 p.m. HONAM.
-------------------------------------	----------------------------------

FRIDAY, 5th DEC., 1913.  
8 a.m. HONAM.  
10 p.m. PATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.  
Day Steamers Call No. 776, Night Steamers Call No. 775.

**HONGKONG-MACAO LINE.**

HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.  
EXCURSION TO MACAO.  
SUNDAY, 7th DECEMBER, 1913.

The Company's New Steamship  
"TAISHAN"  
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:  
SALOON Single \$3, Return \$5. 1st CLASS Single \$2, Return \$3. 2nd CLASS Single \$1, Return \$2.  
Staterooms—Saloon \$1 per person each way. 1st Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. HOI-SANG, 45 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.****CANTON-WUCHOW LINE.**

S.S. SALAM, 568 tons, and S.S. NANTING, 568 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.

**PHILIPPINES S.S. CO.**

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. B. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Dec., 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.  
Competent Stewards Carried.  
Electric Light. Fans in every Cabin.  
For Freight or Passage, apply to—  
SHEWAN, TOMES & Co., General Managers.  
Hongkong, 25th November, 1913.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

**TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH  
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

**SOUTH AMERICA LINE.**

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	Captain	Leaving
"PANAMA MARU"	J. Kago	WED'DAY, 10th Dec., at 1 p.m.
"SEATTLE MARU"	T. Sato	THURSDAY, 25th Dec., at 1 p.m.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.  
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.  
These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.  
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

**JAPAN-BOMBAY LINE.**

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

STEAMER	Captain	Leaving
"LUZON MARU"	K. Sakawa	WEDNESDAY, 10th Dec., a.m.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO MARU"	K. Komiya	

**CHINA AND FORMOSA LINE.**

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 7th Dec., at 12 a.m.
"DAIJI MARU"	K. Marukami	SUNDAY, 14th Dec., at 10 a.m.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	Captain	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 10th Dec., at 8 a.m.

FOR CANTON.

STEAMER	Captain	Leaving
"SOBU MARU"	K. Tashira	FRIDAY, 7th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive at and depart from Kowloon Wharf (near the Harbour Office, Praya Central).  
For FURTHER INFORMATION, apply to—  
Z. KAMIYA,  
MANAGER,  
Second Floor No. 1 Queen's Building.

**NIPPON YUSEN KAISHA**

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
--------------	---------------------------	------	---------------

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

KAGA MARU	Capt. Sakino	12,500	WED'DAY, 17th Dec., at Daylight.
-----------	--------------	--------	----------------------------------

ATSUTA MARU	Capt. J. Nagano	16,000	WED'DAY, 31st Dec., at D'light.
-------------	-----------------	--------	---------------------------------

SADO MARU	Capt. A. Sakawa	12,500	TUESDAY, 16 Dec., at Noon.
-----------	-----------------	--------	----------------------------

YOKOHAMA MARU	Capt. Wada	12,500	TUESDAY, 30th Dec., at Noon.
---------------	------------	--------	------------------------------

KUMANO MARU	Capt. M. Winkler	9,300	WED'DAY, 17th Dec., at Noon.
-------------	------------------	-------	------------------------------

TANGO MARU	Capt. Yoshikawa	13,500	WED'DAY, 14th Jan., at Noon.
------------	-----------------	--------	------------------------------

CEYLON MARU	Capt. Naguchi	12,000	SATURDAY, 13th December.
-------------	---------------	--------	--------------------------

COLOMBO MARU	Capt. Kawahara	12,500	MONDAY, 8th December.
--------------	----------------	--------	-----------------------

HITACHI MARU	Capt. Yamawaki	12,500	SATURDAY, 6th Dec., at Noon.
--------------	----------------	--------	------------------------------

KAWACHI MARU	Capt. Christensen	12,500	SATURDAY, 6th Dec., at Noon.
--------------	-------------------	--------	------------------------------

TANGO MARU	Capt. Yoshikawa	13,500	WED'DAY, 17th Dec., at 11 a.m.
------------	-----------------	--------	--------------------------------

TOSA MARU	Capt. T. Sato	12,000	TUESDAY, 9th December.
-----------	---------------	--------	------------------------

§ Fitted with New System of Wireless Telegraphy.

**PASSENGER SEASON-1914.**

STEAMER	Tons	Sails	WEDNESDAY
---------	------	-------	-----------

MYASAKI MARU	16,000	"	28th January.
--------------	--------	---	---------------

RYUKAN	16,000	"	11th February.
--------	--------	---	----------------

IYO	12,500	"	25th February.
-----	--------	---	----------------

HIRANO	16,000	"	11th March.
--------	--------	---	-------------

KATORI	20,000	"	25th March.
--------	--------	---	-------------

KAMO	16,000	"	8th April.
------	--------	---	------------

KASHIMA	20,000	"	22nd April.
---------	--------	---	-------------

**FOR AMERICA.**

STEAMER	Tons	Sails	TUESDAY
---------	------	-------	---------

SHIMIZUOKA MARU	12,500	"	27th January.
-----------------	--------	---	---------------

TAMBA	12,500	"	10th February.
-------	--------	---	----------------

AKI	12,500	"	24th February.
-----	--------	---	----------------

SADO	12,500	"	10th March.
------	--------	---	-------------

YOKOHAMA	12,500	"	24th March.
----------	--------	---	-------------

AWA	12,500	"	7th April.
-----	--------	---	------------

With option of Rail between Steamer's Calling Ports in Japan.  
For Further Information as to Freight, Sailing, &c., apply to—  
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. 11-12-13

**PENINSULAR & ORIENTAL STEAM NAVIGATION CO.****HOMeward PASSENGER SEASON. 1914.**

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
--------------------	-------------	----------------	----------------	--	-------------------	-----------------------------

YOKOHAMA	COLOMBO	6 p.m. Tues.	Noon. Satur.	MOOLTAN	Saturday	Friday
----------	---------	--------------	--------------	---------	----------	--------

Jan. 8	EGYPT	Jan. 13 Jan. 17	MOULTAN	Feb. 14	Feb. 20
--------	-------	-----------------	---------	---------	---------

Jan. 22	DEVANHA	Jan. 27 Jan. 31	MOULTAN	Feb. 28	Mar. 5
---------	---------	-----------------	---------	---------	--------

Feb. 5	CHINA	Feb. 10 Feb. 14	MOULTAN	Mar. 14	Mar. 20
--------	-------	-----------------	---------	---------	---------

Feb. 19	ASSAYE	Feb. 24 Feb. 28	MOULTAN	Mar. 28	Apr. 3
---------	--------	-----------------	---------	---------	--------

Mar. 5	INDIA	Mar. 10 Mar. 14	MOULTAN	Apr. 11	Apr. 17
--------	-------	-----------------	---------	---------	---------

Mar. 19	DEVANHA	Mar. 24 Mar. 28	MOULTAN	May 1	May 7
---------	---------	-----------------	---------	-------	-------

Apr. 2	ARADIA	Apr. 7 Apr. 11	MOULTAN	May 23	May 29
--------	--------	----------------	---------	--------	--------

Apr. 16	DELTA	Apr. 21 Apr. 25	MOULTAN	June 6	June 12
---------	-------	-----------------	---------	--------	---------

Apr. 30	ASSAYE	May 5 May 9	MOULTAN	June 20	June 26
---------	--------	-------------	---------	---------	---------

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:  
The Fares to London and Marseilles are as follows—  
LONDON  
1st Saloon "A" Accommodation Single £55. Return £97.  
"B" " " " £52. " £94.  
2nd Saloon "A" " " £44. " £86.  
"B" " " " £40. " £80.  
MARSEILLES  
1st Saloon "A" Accommodation Single £61. Return £91.  
"B" " " " £55. " £83.  
2nd Saloon "A" " " £42. " £83.  
"B" " " " £38. " £77.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES  
PROPOSED SAILINGS:

STEAMERS	Leave YHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORE	Leave M'ELLES	Due at LONDON
----------	-------------	----------------	--------------	--------------	---------------	---------------

BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
--------	--------------	---------------	---------------	---------------	---------------	--------------

NANKIN	about Jan. 20	about Jan. 31	about Feb. 4	about Feb. 10	about Mar. 9	about Mar. 18
--------	---------------	---------------	--------------	---------------	--------------	---------------

NYANZA	about Feb. 3	about Feb. 14	about Feb. 18	about Feb. 24	about Mar. 23	about Apr. 1
--------	--------------	---------------	---------------	---------------	---------------	--------------



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. W. R. Le Mare, R.N.E.	About 6th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Caldwell	Noon 6th Dec.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA Capt. C. E. Irving, R.N.R.	About 10th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	Capt. P. S. Riss, R.N.R.	About 14th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd December, 1913.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"PAOTING"	On 6th Dec., 4 P.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 9th Dec., 4 P.M.
SHANGHAI	"KANCHOW"	On 9th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Dec., 4 P.M.
HAIPHONG	"SUNGKIANG"	On 12th Dec., 10 A.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 13th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck; aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGKOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong on Sundays and Northern China Ports, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton. The SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wootung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 4th December, 1913. TELEPHONE 35. AGENTS.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	
S.S. JEANARA	16th Dec.
S.S. SILEZIA	20th Dec.
S.S. PREUSSEN	30th Dec.
S.S. O. J. D. AHLERS	9th Jan.
S.S. BELGAVIA	13th Jan.
S.S. SPERIA	23rd Jan.
S.S. SCANDIA	30th Feb.
S.S. HOERDE	24th Feb.
S.S. BAYERN	2nd Mar.

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. UCKERMARCK	4th Dec.
FOR MARSEILLES, BREMEN & HAMBURG:	
S.S. WESTPHALIA	5th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA	15th Dec.
FOR HAVRE, ENDES & HAMBURG:	
S.S. ISTRIA	20th Dec.
FOR MARSEILLES, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW	27th Dec.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. ALTMARK	28th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 4th December, 1913.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. R. v. h.	FRIDAY, 5th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. P. m. o. r.	TUESDAY, 9th Dec., at 11 A.M.
"HAITYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 7th Dec., at 10 A.M.
		WEDNESDAY, 10th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIAK & Co.,  
GENERAL MANAGERS.

Hongkong, 4th December, 1913.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	15th Dec.	On 11th Dec., 10 A.M.
EASTERN	3rd Jan.	On 2nd Jan., 10 A.M.
ALDENHAM	24th Jan.	On 15th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

47

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
NIPPON MARU	11,000—18 knots	WED. DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.

\* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

### VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

### TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.



## SAN FRANCISCO

### SCENIC ROUTE

TRANS-PACIFIC

## TOYO KISEN KAISHA

TRANS-CONTINENTAL

### WESTERN PACIFIC DENVER AND RIO GRANDE. MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21
S.S. SHINYO MARU	22,000	21
S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

### WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,  
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

57]

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE)  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.  
S.S. "AFRICA," 9,840 tons, will leave as above on 15th Dec., at 4 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.

FARES: Hongkong-Trieste (Venice), £53 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
SWAAT (GALATZ), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "E. F. FEEDINAND," 12,000 tons, will leave as above about 31st December.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London BY SIMPLON EXPRESS.

Via Venice, Milan, St. Gotthard, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £23.16.

BY ST. GOTTHARD EXPRESS.

Via Venice, Milan, St. Gotthard, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £23.16.

BY SEMMERING EXPRESS.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £25.9.

BY TAVERNIER EXPRESS.

Via Munich, Cologne, Hook or Flushing, Class I £29.11, II £25.9.

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,500 tons, will leave as above about 1st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

Hongkong, 2nd December, 1913.

Princes' Building.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORK" Capt. F. LOESER	17,300	(Wed. day 10th Dec., at 10 A.M.)
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW" Capt. C. NABRATH	16,900	(About Thursday, 11th Dec.)
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. KLUGKIST	6,750	(Saturday, 27th Dec., at 9 A.M.)
KOBE	"COBLENZ" Capt. L. KLUGKIST	6,750	(About Tuesday, 9th Dec.)

All the Steamers of the European Line are fitted with Wireless Telegraphy  
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOCHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st December 1913

# PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
*"PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
*"DERFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
*"PRINZESS ALICE"	20,300	ON APRIL 28TH.

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.All the Steamers of the European Line are fitted with Wireless Telegraphy.  
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOCHERS &amp; Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD. BREMEN.

Hongkong, 10th October, 1913.

## SHIPPING IN PORT.

STEAMERS.	
CANTON, Swedish str., 3,133, J. M. Renstrom, 1st December—Sahang 22nd November, General—Arthur Nilsson & Co.	PANAMA MARU, Japanese str., 2,750, J. Kano, 26th November—Shanghai 27th November, General—Osaka Shosen Kaisha.
CHINGCHOW, British str., 1,195, Doyle, 30th November—Kwang Yen 28th November, Cement Stone—Shewan, Tomes & Co.	PETROBARU, Guyanese str., 1,047, Gosewisch, 26th November—Hongay 27th November, Coal—Butterfield & Swire.
CHIVUN, Chinese str., 1,177, W. S. Ross, 29th November—Shanghai 25th November, General—C. M. S. N. Co.	PING SUET, British str., 3,418, Bie, 2nd December—Singapore 26th November, General—Butterfield & Swire.
CHOYBANG, British str., 1,242, Courtney, 1st December—Swan 30th November, General—Jardine, Matheson & Co.	PONGTONG, German str., 980, W. Botehr, 30th November—Bangkok 26th November, Rice and Teakwood—Butterfield & Swire.
DURBA, British str., 3,402, E. G. M. Dickinson, 28th November—Calcutta 13th November, General—David Sassoon & Co.	RANGOON MARU, Japanese str., 3,186, Date, 2nd December—Singapore 26th November, General—Nippon Yusen Kaisha.
ELBERT, German str., 991, Bing, 1st December—Hohow 30th November, General—Jensen & Co.	SABINE RICKMERS, Dutch str., 573, Jagt, 30th November—Swatow 29th November, Ballast—Asiatic Petroleum Co.
EMPEROR OF ASIA, British str., 16,908, S. Robertson, 24th November—Vancouver 5th November, General—Canadian Pacific Railway Co.	SAIGON MARU, Japanese str., 3,011, T. Yamaguchi, 30th November—Singapore 21st November, General—Osaka Shosen Kaisha.
FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice—Jardine, Matheson & Co.	SETON, Norwegian str., 685, D. Havbrond, 26th November—Bangkok 19th Nov., Rice—Chinese.
GEORGI, Russian str., 7,775, Osab, 28th Nov.—Newchwang—General—Siemens & Co.	SAMBA, German str., 4,765, W. Hesselmann, 1st December—Shanghai 26th November, General—Hamburg-Amerika Linie.
GLENSTRATH, British str., 3,054, J. McGillivray, 25th November—Singapore 20th November, General—Shewan, Tomes & Co.	SEANG BEE, British str., 3,784, J. Travis, 1st December—Rangoon 26th November, General—Chinese.
HANOI, French str., 739, Ch. Le Chevalier, 26th November—Pakhoi 25th November, General—A. R. Marty.	SHINYO MARU, Japanese str., 7,226, H. S. Smith, 29th November—San Francisco 30th Oct., General—Toyo Kisen Kaisha.
HUE, French str., 810, A. Cornelissen, 1st December—Kwangchow-wan 30th November, General—A. R. Marty.	TAIZAN MARU, Japanese str., 2,905, Sugoto, 30th November—Dairen 24th November, Coal—Mitsui Bussan Kaisha.
ISORE MARU, Japanese str., 1,859, Hayashi, 2nd December—Mikie 26th November, Coal—Mitsui Bussan Kaisha.	TEHEMACHIE, British str., 1,450, Fraser, 29th November—Saigon 23rd Nov., General—Chinese.
KAFUE, British str., 2,953, 1st December—Colombo 15th November, Case Oil—Standard Oil Co.	TJIMARI, Dutch str., 3,515, J. R. Buys, 2nd December—Mikie 27th November, Coal—Java-China-Japan Lijn.
KATIE, German str., 1,206, P. E. Christensen, 27th November—Hongay 14th November, Coal—Jensen & Co.	TOYOTA MARU, Japanese str., 1,617, K. Kobayashi, 2nd December—Wakamatsu 26th November, Coal—Mitsui Bishi Goshi Kaisha.
KOREA, American str., 5,651, A. W. Nelson, 29th Nov.—San Francisco 29th Oct., General—Pacific Mail S.S. Co.	TROCAS, British str., 2,567, Pearson, 28th November—Tsingtau 21st November, Ballast—Asiatic Petroleum Co.
KYUO MARU, Japanese str., 1,956, Moriaki, 1st December—Newchwang 25th November, Coal—Mitsui Bussan Kaisha.	WONGKAI, German str., 1,115, H. Oltmanns, 2nd December—Saigon 26th November, Rice—Butterfield & Swire.
LOOKSANG, British str., 1,039, W. G. G. Leask, 2nd December—Manila 20th November, General—Jardine, Matheson & Co.	WUHU, British str., 1,358, Howard, 28th November—Newchwang 20th November, General—Butterfield & Swire.
LUCHOW, British str., 1,220, Meathrel, 30th November—Shanghai 27th November, General—Butterfield & Swire.	
MACHREW, German str., 906, R. Zollner, 26th November—Bangkok 21st Nov., Rice—Butterfield & Swire.	
MICHAEL JENSEN, German str., 851, J. Jacobson, 30th November—Bangkok 29th November, Rice—Chinese.	
MISEIMA MARU, Japanese str., 8,500, F. L. Schmeer, 1st December—Yokohama 19th November, General—Nippon Yusen Kaisha.	
M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 20th November, General—Robert Dollar Co.	

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Princess Alice*, which left here on the 26th November, arrived at Shanghai on the 1st December, at 3 p.m.The Russian str. *Australia* left Shanghai on the 3rd December, p.m., for this port, and is due to arrive here on or about the 7th December.The P.M. str. *Siberia*, carrying the United States mails, sailed from Yokohama on the 30th November, for Hongkong via Shanghai, and is due here on the 8th December.

## FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—  
MANAGER,  
Hongkong Daily Press Office.



